SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

177

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, August 28, 1921, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

Eastward

FROM SAN FRANCISCO.

FIRST CLASS

Time Table No. 177

August 28, 1921.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	✓ 130	20	✓ 26	48	44	✓ 50	12	46	Distance from San Francisco.	STATIONS
	San Francisco Martinez Passenger	Pacific Limited	The Owl	El Dorado	San Francisco Napa Santa Rosa and Bay Point Passenger	San Joaquin Valley Passenger	The Shasta	San Francisco and Sacramento Passenger		
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	6.40PM	6.00PM	6.00PM	5.00PM	4.40PM	4.00PM	4.00PM	2.40PM	0.0	DN **SAN FRANCISCO** 3.5
	6.58	6.18	6.18	5.18	4.58	4.18	4.18	2.58	3.5	**OAKLAND PIER**
I P	7.05PM	6.32PM	6.27PM	5.28PM	5.07PM	4.30PM	4.27PM	3.05PM	3.5	DNR **OAKLAND PIER** 1.4
Term. Yard WFITYO									4.9	DNR **WEST OAKLAND** 0.6
I Interchange	s 7.12	s 6.40	s 6.33	s 5.35	s 5.14	s4.38	s4.35	s 3.13	5.5	OAKLAND (16th Street) 1.1
									6.6	EMERYVILLE 0.4
I									7.0	SHELLMOUND 0.2
									7.2	SEDAN 0.2
									7.4	PARAFFIN 0.4
55 West									7.8	STOCK YARDS 0.4
									8.2	LIVNY 1.0
	s 7.22	s 6.48	s 6.41	s 5.43	s 5.22	s4.47	s4.43	s 3.21	9.2	BERKELEY (University Ave.) 1.0
									10.2	CORBIN 0.5
	f							f	10.7	FLEMING 0.5
									11.2	NOBEL 0.4
	f							f	11.6	VIGORIT 1.5
87 East	f							f	13.1	STEGE 1.9
P	s 7.34	6.57	6.49	s 5.52	s 5.32	s4.59	4.54	s 3.32	15.0	RICHMOND 1.6
148 East W P Interchange	f 7.39							s 3.36	16.6	SAN PABLO 2.3
P	f							s	18.9	GIANT 0.9
48 East 52 West P	f								19.8	SOBRANTE 1.7
	f								21.5	KRIEGER 1.5
74 West P	s 7.52	7.08	7.00	6.05	s 5.45	5.10	5.05	s 3.46	23.0	PINOLE 0.8
45 East								s	23.8	HERCULES 1.7
	s 7.57							s 3.52	25.5	RODEO 0.9
69 East P	s				f			f	26.4	OLEUM 0.7
43 East	f								27.1	TORMEY 0.4
46 West P	f							s	27.5	SELBY 0.5
55 West P	8.07	7.18	7.10	6.13	s 6.00	s5.20	5.15	s 4.05	28.0	D **VALLEJO JCT.** 1.0
210 West	s 8.09				s 6.02			s	29.0	CROCKETT 1.1
62 West P	f								30.1	ECKLEY 1.0
Yard WFITO P	s 8.15PM	s 7.25PM	s 7.17PM	s 6.20PM	s 6.10PM	s5.30PM	5.23PM	s 4.15PM	31.1	DNR **PORT COSTA**
	Via Martinez see page 10	7.33	Via Martinez see page 10	6.25	Via Martinez See page 10	Via Martinez see page 10	5.33	4.18	31.1	**PORT COSTA** (Slips) 1.3
		7.45PM		6.37PM			5.45PM	4.30PM	32.4	**BENICIA** (Slips)
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(27.6)
	(1.10)	(0.53)	(0.50)	(0.52)	(1.03)	(1.00)	(0.56)	(1.10)		Time over District
	23.65	31.24	33.12	31.84	26.28	27.60	29.57	23.65		Average speed per hour

22	2	✓ 8	14	✓ 84	✓ 42	18	122	✓ 36	✓ 124	28	Distance from San Francisco.		STATIONS	
St. Louis Express	Overland Limited	San Francisco Los Angeles Passenger	San Francisco Portland Express	San Francisco Fresno Passenger	San Francisco Calistoga, and Avon Passenger	The Statesman	San Francisco Port Costa Passenger	San Francisco Stockton Passenger	San Francisco Bay Point Passenger	San Francisco Dunsmuir Passenger				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily				
1.00PM	11.00AM	10.40AM	10.20AM	8.40AM	8.00AM	7.20AM	6.40AM	6.00AM	6.00AM	6.00AM	0.0		DN **SAN FRANCISCO** 3.5	Oakland Ferry
1.18	11.18	10.58	10.38	8.58	8.18	7.38	6.58	6.18	6.18	6.18	3.5		**OAKLAND PIER**	
1.30PM	11.30AM	11.07AM	10.50AM	9.07AM	8.27AM	7.45AM	7.05AM	6.30AM	6.27AM	6.25AM	3.5	Automatic Block	DNR **OAKLAND PIER** 1.4	Double Track
											4.9		DNR **WEST OAKLAND** 0.6	
s 1.38	s11.38	s11.14	s10.57	s 9.13	s 8.35	s 7.52	s 7.11	s 6.38	s 6.33	s 6.30	5.5		OAKLAND (16th Street) 1.1	
											6.6		EMERYVILLE 0.4	
											7.0		SHELLMOUND 0.2	
											7.2		SEDAN 0.2	
											7.4		PARAFFIN 0.4	
											7.8		STOCK YARDS 0.4	
											8.2		LIVNY 1.0	
s 1.48	s11.46	s11.21	s11.05	s 9.20	s 8.43	s 8.00	s 7.19	s 6.48	s 6.41	6.38	9.2		BERKELEY (University Ave.) 1.0	
											10.2		CORBIN 0.5	
								f			10.7		FLEMING 0.5	
											11.2		NOBEL 0.4	
											11.6		VIGORIT 1.5	
								f			13.1		STEGE 1.9	
1.58	11.55AM	s11.32	s11.15	s 9.28	s 8.51	s 8.10	s 7.28	s 7.00	s 6.52	s 6.47	15.0		RICHMOND 1.6	
		11.35			f 8.55			s 7.05	6.56	6.50	16.6		SAN PABLO 2.3	
							s	f			18.9		GIANT 0.9	
								f			19.8		SOBRANTE 1.7	
											21.5		KRIEGER 1.5	
2.11	12.07PM	11.44	11.27	9.41	f 9.06	8.22	7.43	s 7.18	s 7.06	7.00	23.0		PINOLE 0.8	
							s				23.8		HERCULES 1.7	
								s	f		25.5		RODEO 0.9	
							s	s			26.4		OLEUM 0.7	
								f			27.1		TORMEY 0.4	
					s		s	s			27.5		SELBY 0.5	
s 2.22	12.17	11.54AM	11.37	9.51	s 9.20	8.30	s 7.55	s 7.35	s 7.16	s 7.10	28.0		D **VALLEJO JCT.** 1.0	
		f			s 9.22		s 7.57	s 7.37	s 7.18		29.0		CROCKETT 1.1	
					f			f	f		30.1		ECKLEY 1.0	
s 2.30PM	s12.25PM	s12.02PM	s11.45AM	s10.00AM	s 9.30AM	s 8.40AM	s 8.05AM	s 7.50AM	s 7.30AM	s 7.25AM	31.1		DNR **PORT COSTA**	
2.40	12.35	Via Martinez see page 10	11.55	Via Martinez see page 10	Via Martinez see page 10	8.45		Via Martinez See Page 10	Via Martinez See Page 10	7.40	31.1		**PORT COSTA** (Slips) 1.3	Benicia Ferry
2.52PM	12.47PM		12.07PM			8.57AM				7.52AM	32.4		**BENICIA** (Slips)	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily			(27.6)	
(1.00)	(0.55)	(0.55)	(0.55)	(0.53)	(1.03)	(0.55)	(1.00)	(1.20)	(1.03)	(1.00)			Time over District	
27.60	30.11	30.11	30.11	31.24	26.28	30.11	27.60	20.70	26.28	27.60			Average speed per hour	

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 36—Certain-teed Products Co., one-quarter mile west of San Pablo.

Nos. 2 and 20—Any station to receive passengers for Cheyenne and points east.

No. 22—Any station to receive passengers for Ogden and points east.

TOWARD SAN FRANCISCO.

Westward.

FIRST CLASS

	Time Table No. 177 August 28, 1921. **STATIONS**	Distance from Port Costa	13 San Francisco Express	5 Pacific Express	87 **Oil Fields** Passenger	123 Martinez Vallejo San Francisco Passenger	19 Pacific Limited	25 The Owl	53 Oregonian	81 Bay Point, Napa, Santa Rosa, San Francisco Passenger	21 St. Louis Express	47 El Dorado	45 Sacramento San Francisco Passenger	9 Fast Mail	127 Port Costa San Francisco Passenger	49 **San Joaquin Valley Passenger**	1 **Overland** Limited	29 Sacramento San Francisco Passenger	43 **Calistoga & San Francisco** Passenger	17 The **Statesman**	15 **California Express**	109 **Sunset Express**
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	**Arrive Daily**	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	**Arrive Daily**	**Arrive Daily**	Arrive Daily	Arrive Daily
Oakland Ferry	DN **SAN FRANCISCO** 2.5	31.1	7.10AM	7.50AM	8.10AM	8.30AM	8.30AM	8.50AM	9.50AM	10.10AM	10.50AM	11.30AM	11.50AM	12.30PM	12.50PM	1.50PM	2.30PM	3.50PM	6.10PM	6.30PM	6.50PM	6.50PM
	OAKLAND PIER	27.6	6.52	7.32	7.52	8.12	8.12	8.32	9.32	9.52	10.32	11.12	11.32	12.12	12.32	1.32	2.12	3.32	5.52	6.12	6.32	6.32
Automatic Block Double Track.	DNR **OAKLAND PIER** 1.4	27.6	s 6.40AM	s 7.20AM	s 7.40AM	s 8.05AM	s 8.00AM	s 8.23AM	s 9.22AM	s 9.45AM	s 10.22AM	s 11.03AM	s 11.20AM	s 12.02PM	s 12.25PM	s 1.20PM	s 1.55PM	s 3.20PM	s 5.45PM	s 6.05PM	s 6.20PM	s 6.25PM
	DNR **WEST OAKLAND** 0.6	26.2																				
	OAKLAND (16th Street) 1.1	25.6	s 6.33	s 7.13	s 7.33	s 7.58	s 7.53	s 8.13	s 9.12	s 9.36	s 10.12	s 10.53	s 11.10	s 11.54AM	s 12.17	s 1.10	s 1.46	s 3.10	s 5.35	s 5.55	s 6.10	s 6.15
	EMERYVILLE 0.4	24.5																				
	SHELLMOUND 0.2	24.1																				
	SEDAN 0.2	23.9																				
	PARAFFIN 0.4	23.7																				
	STOCK YARDS 0.4	23.8																				
	LIVNY 1.0	22.9																				
	BERKELEY (University Ave.) 1.0	21.9	s 6.23	7.03	7.23	s 7.50	s 7.43	s 8.03	s 9.02	s 9.26	s 10.02	s 10.45	s 10.58	s 11.34	s 12.07PM	s 1.00	s 1.36	s 3.01	s 5.22	s 5.45	s 5.58	s 6.05
	CORBIN 0.5	20.9																				
	FLEMING 0.5	20.4				f									f							
	NOBEL 0.4	19.9																				
	VIGORIT 1.5	19.5											f		f							
	STEGE 1.9	18.0			f	f							f		f							
	RICHMOND 1.6	16.1	6.12	s 6.52	s 7.12	s 7.40	7.32		8.52	s 9.14	9.51	10.35	s 10.48	11.25	s 11.55AM	s 12.49	1.24	s 2.51	s 5.08	s 5.35	5.44	s 5.53
	SAN PABLO 2.3	14.5	6.08	6.48	7.07	f 7.35	7.28	7.51	8.50	9.09	9.48	10.33	f 10.43		f 11.50	12.45	1.22	2.48	s 5.05	5.32	5.41	5.48
	GIANT 0.9	12.2				s							s		f				s			
	SOBRANTE 1.7	11.3											f		f							
	KRIEGER 1.5	9.6											f		f							
	PINOLE 0.8	8.1	5.58	6.38	6.55	s 7.21	7.18	7.43	8.40	s 9.00	9.38	10.23	s 10.31	11.14	s 11.40	12.35	1.12	s 2.38	s 4.55	5.24	5.33	5.40
	HERCULES 1.7	7.8				f									f				f			
	RODEO 0.9	5.6				s							f		s				s			
	OLEUM 0.7	4.7				s							f		s				s			
	TORMEY 0.4	4.0				f									f							
	SELBY 0.5	3.6				s							s		s				s			
	D **VALLEJO JCT.** 1.0	3.1	5.48	6.28	6.45	7.08 s 7.00	7.08	7.35	8.30	s 8.50	9.28	10.13	s 10.17	11.06	s 11.27	s 12.25	1.01	s 2.28	s 4.45	5.16	5.23	5.28
	CROCKETT 1.1	2.1				s 6.55				s 8.34			s 10.11		s 11.24	s 12.19		s 2.24	s 4.29	s 5.12		
	ECKLEY 1.0	1.0				f									f				f			
	DNR **PORT COSTA**	0.0	s 5.38AM	s 6.20AM	6.35AM	s 6.50AM	s 7.00AM	7.28AM	s 8.22AM	8.30AM	9.20AM	s 10.03AM	s 10.07AM	11.00AM	11.20AM	12.15PM	s 12.50PM	s 2.20PM	4.25PM	s 5.08PM	s 5.15PM	5.20PM
Benicia Ferry	**PORT COSTA** (Slips) 1.3	1.3	5.27	6.12	Via Martinez see page 11	Via Martinez see page 11	6.52	Via Martinez see page 11	8.14	Via Martinez see page 11	9.12	9.58	9.58	10.50		Via Martinez see page 11	12.37	2.15	Via Martinez see page 11	5.02	5.02	Via Martinez see page 11
	BENICIA (Slips)	0.0	5.15AM	6.00AM			6.40AM		8.02AM		9.00AM	9.46AM	9.46AM	10.38AM			12.25PM	2.03PM		4.50PM	4.50PM	
	(27.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.02)	(1.00)	(1.05)	(1.15)	(1.00)	(0.55)	(1.00)	(1.15)	(1.02)	(1.00)	(1.13)	(1.02)	(1.05)	(1.05)	(1.05)	(1.00)	(1.20)	(0.57)	(1.05)	(1.05)
	Average speed per hour		26.70	27.60	25.47	24.71	27.60	30.11	27.60	22.08	26.70	27.60	22.68	26.70	25.47	25.47	25.47	27.60	20.70	29.05	25.47	25.47

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL.

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.

No. 5—Any station to discharge passengers from Ogden or points east. Berkeley to discharge passengers from Reno and points east.

No. 9—Richmond to discharge mail when connection with No. 49 at Port Costa is missed.

No. 13—Any station to discharge passengers from Portland or points east thereof. Vallejo Junction to discharge passengers from points north of Roseville.

No. 15—Any station to discharge passengers from Portland and points east.

No. 19—Any station to discharge passengers from Cheyenne and points east.

No. 21—Any station to discharge passengers from Ogden or points east.

No. 25—Richmond to discharge passengers from Los Angeles or points east thereof.

No. 29—Oleum and Giant on Saturdays only.

No. 47—Any station to discharge passengers from north of Davis or east of Sacramento.

No. 94—Any station to discharge passengers from points east of Tracy.

No. 81—Any station to discharge passengers from points east of Martinez and South Vallejo, inclusive.

No. 87—Berkeley to discharge passengers.

No. 109—Any station to discharge passengers from points east of Los Angeles, inclusive. Vallejo Junction to discharge passengers from Martinez and points east.

No. 123 and 127—Certain-teed Products Co., one-quarter mile west of San Pablo and Potter.

FROM SAN FRANCISCO.

Time Table No. 177

August 28, 1921.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS						Distance from San Francisco	
	222 Sacramento, Ogden and Portland Fast Freight	288 Fresno Freight	302 Port Costa Way Freight	86 Oil Fields Passenger	54 Oregonian	10 San Francisco Ogden Express	16 Oregon Express	132 San Francisco Martinez Passenger	6 Atlantic Express		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily		STATIONS
				11.00PM	10.20PM	9.00PM	8.20PM	7.40PM	7.00PM	0.0	DN **SAN FRANCISCO** 3.5
				11.18PM	10.38	9.18	8.38	7.58	7.18	3.5	**OAKLAND PIER**
I P				11.30PM	10.55PM	9.45PM	8.55PM	8.05PM	7.30PM	3.5	DNR **OAKLAND PIER** 1.4
Term. Yard WFITYO	10.15PM	6.35PM	7.10AM							4.9	DNR **WEST OAKLAND** 0.6
I Interchange				s 11.37	s 11.03	s 9.52	s 9.03	s 8.13	s 7.38	5.5	OAKLAND (16th Street) 1.1
										6.6	EMERYVILLE 0.4
I										7.0	SHELLMOUND 0.2
										7.2	SEDAN 0.2
										7.4	PARAFFIN 0.4
55 West										7.8	STOCK YARDS 0.4
										8.2	LIVNY 1.0
				s 11.46	s 11.12	f 10.02	s 9.12	s 8.23	s 7.47	9.2	BERKELEY (University Ave.) 1.0
										10.2	CORBIN 0.5
								f		10.7	FLEMING 0.5
										11.2	NOBEL 0.4
								f		11.6	VIGORIT 1.5
87 East								f		13.1	STEGE 1.9
P				s 11.56PM	11.22	s 10.12	s 9.22	s 8.36	s 7.59	15.0	RICHMOND 1.6
148 East W P Interchange								f 8.41		16.6	SAN PABLO 2.3
P								f		18.9	GIANT 0.9
48 East 52 West P								f		19.8	SOBRANTE 1.7
										21.5	KRIEGER 1.5
74 West P				12.10AM	11.35	10.26	9.35	s 8.52	8.11	23.0	PINOLE 0.8
45 East										23.8	HERCULES 1.7
								s 8.57		25.5	RODEO 0.9
69 East P								s		26.4	OLEUM 0.7
43 East								f		27.1	TORMEY 0.4
46 West P								f		27.5	SELBY 0.5
55 West P				12.21	11.45	10.36	9.45	s 9.15	8.21	28.0	D **VALLEJO JCT.** 1.0
210 West				s 12.23				s 9.17		29.0	CROCKETT 1.1
62 West P								f		30.1	ECKLEY 1.0
Yard WFITO P	11.20PM	7.40PM	4.00PM	s 12.30AM	s 11.55PM	s 10.45PM	s 9.55PM	s 9.25PM	s 8.30PM	31.1	DNR **PORT COSTA**
	11.20PM	Via Martinez see page 10		Via Martinez see page 10.	12.03AM	10.55	10.03	Via Martinez see page 10	8.40	31.1	**PORT COSTA** (Slips) 1.3
	12.05AM				12.15AM	11.07PM	10.15PM		8.52PM	32.4	**BENICIA** (slips)
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily		(27.6)
	(1.05) 25.47	(1.05) 25.47	(8.50) 3 12	(1.00) 27.60	(1 00) 27 60	(1.00) 27.60	(1 00) 27.60	(1.20) 20.70	(1 00) 27 60		..............Time over District ....Average speed per hour

Oakland Ferry

Automatic Block

Double Track

Benicia Ferry

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 6—Any station to receive passengers for Ogden and points east.

No. 16—Any station to receive passengers for Portland and beyond.

No. 86—Pinole and Oleum to discharge passengers.

Time Table No. 177

August 28, 1921.

	STATIONS		Distance from Port Costa	FIRST CLASS						THIRD CLASS	
				125	**23**	**11**	**209**	**51**	**35**	**219**	**301**
				Bay Point San Francisco Passenger	Sacramento San Francisco Passenger	The Shasta	Sacramento San Francisco **Passenger**	Fresno San Francisco Passenger	Tracy San Francisco **Passenger**	Freight	Port Costa Way Freight
				Arrive Daily **EX. SUNDAY**	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily **EX. SUNDAY**
DN	**SAN FRANCISCO** 3.5	Oakland Ferry	31.1	7.10PM	8.30PM	9.10PM	10.00PM	10.40PM	11.59PM		
	OAKLAND PIER		27.6	6.52	8.12	8.52	9.42	10.22	11.40		
DNR	**OAKLAND PIER** 1.4		27.6	s 6.40PM	s 8.00PM	s 8.40PM	s 9.32PM	s 10.15PM	s 11.25PM		
DNR	**WEST OAKLAND** 0.6		26.2							5.00AM	3.00PM
	OAKLAND (16th Street) 1.1		25.6	s 6.30	s 7.50	s 8.30	s 9.23	s 10.05	s 11.15		
	EMERYVILLE 0.4		24.5								
	SHELLMOUND 0.2		24.1								
	SEDAN 0.2		23.9								
	PARAFFIN 0.4		23.7								
	STOCK YARDS 0.4		23.3								
	LIVNY 1.0		22.9								
	BERKELEY (University Ave.) 1.0		21.9	s 6.17	s 7.40	s 8.20	s 9.13	s 9.55	s 11.05		
	CORBIN 0.5	Double Track	20.9								
	FLEMING 0.5		20.4								
	NOBEL 0.4		19.9								
	VIGORIT 1.5		19.5		f						
	STEGE 1.9		18.0						f		
	RICHMOND 1.6		16.1	s 6.06	s 7.26	8.10	s 9.03	s 9.44	s 10.52		
	SAN PABLO 2.3		14.5	6.01	f 7.21	8.07	8.59	9.41	f 10.47		
	GIANT 0.9		12.2		f				f		
	SOBRANTE 1.7		11.3		f				f		
	KRIEGER 1.5		9.6								
	PINOLE 0.8		8.1	s 5.53	s 7.11	7.58	8.50	9.33	s 10.37		
	HERCULES 1.7		7.3		f				f		
	RODEO 0.9		5.6	s	s				s		
	OLEUM 0.7		4.7		s				f		
	TORMEY 0.4		4.0		f				f		
	SELBY 0.5		3.6		f				s		
D	**VALLEJO JCT.** 1.0		3.1	s 5.42 5.30	s 6.59	7.49	8.42	9.25	f 10.25		
	CROCKETT 1.1		2.1	s 5.27	s 6.54				s 10.19		
	ECKLEY 1.0		1.0		f						
DNR	**PORT COSTA**		0.0	5.23PM	s 6.50PM	s 7.40PM	s 8.32PM	s 9.18PM	10.15PM	2.00AM	7.00AM
	PORT COSTA (slips) 1.3	Benicia Ferry	1.3	Via Martinez see page 11	6.44	7.32	8.27	Via Martinez see page 11	Via Martinez see page 11	1.50	
	BENICIA (slips)		0.0		6.32PM	7.20PM	8.15PM			1.00AM	
	(27.6)			Leave Daily **EX. SUNDAY**	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily **EX. SUNDAY**
	Time over District			(1.17)	(1.10)	(1.00)	(1.00)	(0.57)	(1.10)	(3.00)	(8.00)
	Average speed per hour			25.47	23.65	27.60	27.60	29.03	23.65	8.70	3.26

Automatic Block: OAKLAND PIER to PORT COSTA.

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.

No. 51—San Francisco 10.50 p.m. on Saturday and Sunday.
No. 209—San Francisco 9.50 p.m. on Saturday and Sunday.

ADDITIONAL STOP ON SIGNAL:

No. 35—Any station to discharge passengers from Martinez and east.

FROM SAN FRANCISCO

FIRST CLASS

Capacity of passing sidings in car length and location of Scales, Fuel, Water and Turning Stations.					10	16	6	20	48	12	46	22	2	14	78	18	28	76	54	Distance from San Francisco	Time Table No. 177 August 28, 1921.
					San Francisco Ogden Express	Oregon Express	Atlantic Express	Pacific Limited	El Dorado	The Shasta	San Francisco Oroville and Sacramento Passenger	St. Louis Express	Overland Limited	San Francisco Portland Express	Gerber Sacramento Passenger	The Statesman	San Francisco Dunsmuir Passenger	Marysville Sacramento Motor	Oregonian		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
					9.00PM	8.20PM	7.00PM	6.00PM	5.00PM	4.00PM	2.40PM	1.00PM	11.00AM	10.20AM	SAC. DIV. No. 43	7.20AM	6.00AM	SAC. DIV. No. 541	10.20PM	0.0	DN **SAN FRANCISCO** 32.4
Yard WY P					s 11.17PM	s 10.23PM	s 9.00PM	s 7.53PM	s 6.43PM	5.52PM	s 4.35PM	s 3.00PM	12.55PM	s 12.15PM		s 9.00AM	s 8.00AM		12.25AM	32.4	DNR **BENICIA** 0.8
																				33.2	MAIL DOCK 0.6
											f						f			33.8	ARMY POINT 4.2
103 East P					11.27	10.33	9.10	8.03	6.52	6.01	f 4.45	3.09	1.04	12.25		9.08	f 8.10		12.35	38.0	GOODYEAR 1.0
103 West											f						f			39.0	HOYT 1.1
											f						f			40.1	PIERCE 2.1
P											f						f			42.2	CYGNUS 1.0
											f						f			43.2	TEAL 1.9
											f						f			45.1	JACKSNIPE 3.8
Yard WFYO P Interchange					s 11.47PM	10.53	s 9.30	8.23	s 7.11	6.21	s 5.15	3.28	1.23	s 12.45		s 9.28	s 8.40		12.55	48.9	DN **SUISUN-FAIRFIELD** Sacramento Northern Ry. Crossing 3.0
48 East 82 West Interchange											s 5.21						s 8.45			51.9	TOLENAS 1.9
											f						f			53.8	VANDEN 1.6
											f						f			55.4	CANNON 4.0
101 East 101 West WFY P					12.05AM	11.11	9.48	8.39	7.26	6.36	s 5.37	3.43	1.38	1.05		s 9.47	s 9.05		1.13	59.4	D **ELMIRA** 4.8
											f						f			64.2	BATAVIA 3.3
86 East 86 West W					12.17	11.23	10.00	8.50	s 7.38	6.48	s 5.57	3.55	1.50	s 1.17		s 9.58	s 9.20		1.27	67.5	DIXON 4.3
83 East											f						f			71.8	TREMONT 2.0
																				73.8	BRIGGSTON 1.8
88 East 121 West WIY P					s 12.35	11.38	10.18	9.01	s 7.53	s 7.05PM	s 6.15	4.07	2.02	s 1.35	12.25PM	s 10.15	s 9.50	8.15AM	s 1.45AM	75.6	DNR **DAVIS** 1.5
																				77.1	CHILES 2.0
											f							f		79.1	SWINGLE 1.3
114 East 114 West					12.45	11.46PM	10.26	9.10	8.01		f 6.25	4.16	2.11	1.43	f 12.35	10.25	10.00	f 8.25		80.4	WEBSTER 5.9
I																		f		86.3	MIKON 0.6
																				86.9	Sacramento Northern Ry. Crossing 1.4
											f							f		88.3	WASHINGTON 0.5
Term Yard WFTO P					s 1.00AM	s 12.05AM	s 10.45PM	s 9.25PM	s 8.15PM		s 6.45PM	s 4.30PM	s 2.25PM	s 2.00PM	s 12.50PM	s 10.40AM	¶ 10.15AM	s 8.40AM		88.8	DNR **SACRAMENTO** 17.8
																				106.6	**ROSEVILLE**
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(56.4)
					(1.43)	(1.40)	(1.45)	(1.30)	(1.32)	(1.13)	(2.10)	(1.30)	(1.30)	(1.45)	(0.25)	(1.40)	(2.15)	(0.25)	(1.20)		....................Time over District
					32.85	33.84	32.23	37.60	36.77	35.50	26.03	37.60	37.60	32.23	31.68	33.84	25.06	31.68	32.40		....................Average speed per hour

Automatic Block

Double Track

ADDITIONAL STOPS ON SIGNAL

No. 2—Any station to receive passengers for Cheyenne and points east.
No. 6—Pierce, Cygnus, Teal and Jacksnipe Tuesday and Saturday during hunting season. Any station to receive passengers for Ogden and points east.
No. 14—Teal, Tuesday and Saturday to receive passengers for Suisun-Fairfield. Any station to receive passengers for points east of Roseville.
No. 16—Any station to receive passengers for Portland or beyond.
Suisun—Fairfield and Davis on Sundays and holidays to receive and discharge passengers.
No. 20—Any station to receive passengers for Cheyenne or points east.
No. 22—Suisun—Fairfield to receive passengers for Sacramento and beyond and any station to receive passengers for Ogden and points east.
No. 46—Broderick for mail.

See pages 7, 8 and 9 for additional trains between Benicia and Sacramento.

TOWARD SAN FRANCISCO

Westward.

Time Table No. 177

August 28, 1921.

FIRST CLASS

STATIONS	Distance from Sacramento	13 San Francisco Express	5 Pacific Express	19 Pacific Limited	53 Oregonian	21 St. Louis Express	45 Sacramento Passenger	47 El Dorado	9 Fast Mail	1 Overland Limited	29 Sacramento San Francisco Passenger	15 California Express	17 The Statesman	23 Sacramento San Francisco Passenger	11 The Shasta	209 Sacramento San Francisco Passenger	73 Sacramento Gerber Passenger	77 Sacramento Marysville Motor
		Arrive Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 32.4	88.8	7.10AM	7.50AM	8.30AM	9.50AM	10.50AM	11.50AM	11.30AM	12.30PM	2.30PM	3.50PM	6.50PM	6.30PM	8.30PM	9.10PM	10.00PM	SAC. DIV. No. 44	SAC. DIV. No. 542
DNR **BENICIA** 0.8	56.4	s 5.03AM	s 5.50AM	6.30AM	s 7.52AM	s 8.50AM	s 9.35AM	s 9.43AM	10.35AM	12.15PM	s 2.00PM	s 4.35PM	s 4.45PM	s 6.25PM	s 7.10PM	s 8.10PM		
MAIL DOCK 0.6	55.6																	
ARMY POINT 4.2	55.0						f				f			f				
GOODYEAR 1.0	50.8	4.53	5.40	6.20	7.40	8.35	f 9.20	9.33	10.25	12.05PM	1.50	4.25	4.35	f 6.15	6.58	8.00		
HOYT 1.1	49.8						f							f				
PIERCE 2.1	48.7						f							f				
CYGNUS 1.0	46.6						f							f				
TEAL 1.9	45.6						f							f				
JACKSNIPE 3.8	43.7						f							f				
DN **SUISUN-FAIRFIELD** Sacramento Northern Ry. Crossing 3.0	39.9	s 4.33	s 5.20	6.00	7.20	8.15	s 8.55	s 9.18	10.07	11.47AM	s 1.30	4.05	s 4.15	s 5.45	6.38	s 7.42		
TOLENAS 1.9	36.9						s 8.44							s				
VANDEN 1.6	35.0						f							f				
CANNON 4.0	33.4						f							f				
D **ELMIRA** 4.8	29.4	4.15	5.02	5.45	7.04	7.55	s 8.32	s 9.03	9.53	11.33	1.13	3.50	4.00	s 5.25	6.23	f 7.25		
BATAVIA 3.3	24.6						f							f				
DIXON 4.3	21.3	f 4.03	4.49	5.34	6.52	7.40	s 8.12	s 8.50	9.42	11.22	s 12.59	3.39	s 3.49	s 5.03	6.12	s 7.12		
TREMONT 2.0	17.0						f							f				
BRIGGSTON 1.8	15.0																	
DNR **DAVIS** 1.5	13.2	3.51	f 4.37	5.22	6.40AM	7.25	s 7.55	s 8.37	9.30	11.10	s 12.45	3.26	s 3.36	s 4.45	6.00PM	s 6.55	7.45PM	s 7.55PM
CHILES 2.0	11.7																	
SWINGLE 1.3	9.7						f							f				f
WEBSTER 5.9	8.4	3.43	4.28	5.13		7.15	f 7.44	8.28	9.23	11.03	12.33	3.18	3.28	f 4.34		6.43	7.35	f 7.45
MIKON 0.6	2.5													f				f
Sacramento Northern Ry. Crossing 1.4	1.9																	
WASHINGTON 0.5	0.5						f							f				f
DNR **SACRAMENTO** 17.8	0.0	3.30AM	4.15AM	5.00AM		7.00AM	7.30AM	8.15AM	9.10AM	10.50AM	12.20PM	3.05PM	3.15PM	4.20PM		6.30PM	7.20PM	7.30PM
ROSEVILLE 56.4																		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.33)	(1.35)	(1.30)	(1.12)	(1.50)	(2.05)	(1.28)	(1.25)	(1.25)	(1.40)	(1.30)	(1.30)	(2.05)	(1.10)	(1.40)	(0.25)	(0.25)
Average speed per hour		36.38	35.62	37.60	36.00	30.76	27.07	38.45	39.81	39.81	33.84	37.60	37.60	27.07	37.02	33.84	31.68	31.68

Automatic Block

Double Track

See pages 6, 8 and 9 for additional trains between Benicia and Sacramento.

ADDITIONAL STOPS ON SIGNAL

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
No. 5—Any station to discharge passengers from Ogden and points east.
No. 13—Elmira to discharge passengers from points north of Roseville.
No. 15—Any station to discharge passengers from Portland and points beyond.
No. 17—Jacksnipe, Teal, Cygnus and Pierce Wednesday and Sunday during hunting season.
No. 19—Any station to discharge passengers from Cheyenne or points east.
No. 21—Any station to discharge passengers from Ogden and points east.
No. 29—Jacksnipe, Teal, Cygnus and Pierce Wednesday and Sunday during hunting season.
No. 45—Broderick for mail.
No. 47—Pierce, Cygnus, Teal and Jacksnipe Wednesday and Sunday during hunting season. Any station to discharge passengers from points north of Davis or east of Sacramento.

FROM SAN FRANCISCO

Time Table No. 177

August 28, 1921.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 304 Sacramento Way Freight Leave Daily EX. SUNDAY	274 Knights Landing Way Freight Leave Daily EX. SUNDAY	222 Sac'to Ogden & Portland Fast Frt. Leave Daily	272 Red Bluff Freight Leave Daily EX. MONDAY	Distance from San Francisco		STATIONS
		SAC. DIV. No. 233		SAC. DIV. No. 225	0.0	DN	**SAN FRANCISCO** 32.4
Yard WY P	9.15AM		1.00AM		32.4	DNR	**BENICIA** 0.8
					33.2		MAIL DOCK 0.6
					33.8		ARMY POINT 4.2
103 East P					38.0		GOODYEAR 1.0
103 West					39.0		HOYT 1.1
					40.1		PIERCE 2.1
P					42.2		CYGNUS 1.0
					43.2		TEAL 1.9
					45.1		JACKSNIPE 3.8
Yard WFYO P Interchange					48.9	DN	**SUISUN-FAIRFIELD** Sacramento Northern R. R. Crossing 3.00
84 East 82 West Interchange					51.9		TOLENAS 1.9
					53.8		VANDEN 1.6
					55.4		CANNON 4.0
101 East 101 West WFY					59.4	D	**ELMIRA** 4.8
					64.2		BATAVIA 3.3
86 East 86 West					67.5		DIXON 4.3
83East					71.8		TREMONT 2.0
					73.8		BRIGGSTON 1.8
88 East 121 West WIY P	3.45PM	12.50PM	7.00	6.10AM	75.6	DNR	**DAVIS** 1.5
					77.1		CHILES 2.0
					79.1		SWINGLE 1.3
114 East 114 West					80.4		WEBSTER 5.9
					86.3		MIKON 0.6
I					86.9		Sacramento Northern Ry. Crossing 1.4
					88.3		WASHINGTON 0.5
Term Yard WFTO P	4.30PM	1.20PM	7.30AM	6.50AM	88.8	DNR	**SACRAMENTO** 17.8
			10.15AM		106.6		**ROSEVILLE**
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. MONDAY			56.4
	(7.15)	(0.30)	(6.30)	(0.40)			........................Time over District
	11.20	26.40	8.68	19.80			........................Average speed per hour

Automatic Block

Double Track

See pages 6, 7 and 9 for additional trains between Benicia and Sacramento.

Time Table No. 177 August 28, 1921.		Distance from Sacramento	THIRD CLASS			
			271 Red Bluff Freight	**273** Knights Landing Way Freight	**303** Sacramento Way Freight	**219** Freight
	STATIONS		Arrive Daily Ex. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
DN	**SAN FRANCISCO** 32.4	88.8	SAC. DIV. No. 226	SAC. DIV. No. 232		
DNR	**BENICIA** 0.8	56.4			2.00PM	11.30PM
	MAIL DOCK 0.6	55.6				
	ARMY POINT 4.2	55.0				
	GOODYEAR 1.0	50.8				
	HOYT 1.1	49.8				
	PIERCE 2.1	48.7				
	CYGNUS 1.0	46.6				
	TEAL 1.9	45.6				
	JACKSNIPE 3.8	43.7				
DN	**SUISUN-FAIRFIELD** Sacramento Northern Ry. Crossing 3.0	39.9				
	TOLENAS 1.9	36.9				
	VANDEN 1.6	35.0				
	CANNON 4.0	33.4				
D	**ELMIRA** 4.8	29.4				
	BATAVIA 3.3	24.6				
	DIXON 4.3	21.3				
	TREMONT 2.0	17.0				
	BRIGGSTON 1.8	15.0				
DNR	**DAVIS** 1.5	13.2	6.40AM	7.05AM		
	CHILES 2.0	11.7				
	SWINGLE 1.3	9.7				
	WEBSTER 5.9	8.4				
	MIKON 0.6	2.5				
	Sacramento Northern Ry. Crossing 1.4	1.9				
	WASHINGTON 0.5	0.5				
DNR	**SACRAMENTO** 17.8	0.0	6.00AM	6.30AM	6.30AM	6.15PM
	ROSEVILLE					5.00PM
	56.4		Leave Daily Ex. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District..............		(0.40)	(0.35)	(7.30)	(4.55)
	Average speed per hour..........		19.80	22.62	7.52	11 20

Automatic Block

Double Track

See pages 6, 7 and 8 for additional trains between Benicia and Sacramento.

FROM SAN FRANCISCO.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS				FIRST CLASS															Distance from San Francisco		Time Table No. 177 August 28, 1921.
			288 Fresno Freight	250 Tracy Way Freight				132 San Francisco Martinez Passenger	130 San Francisco Martinez Passenger	26 The Owl	44 San Francisco Bay Point Passenger	50 San Joaquin Valley Passenger	8 San Francisco Los Angeles Passenger	84 San Francisco Fresno Passenger	42 San Francisco Avon Passenger	36 San Francisco Stockton Passenger	124 San Francisco Bay Point Passenger	120 Port Costa Martinez Passenger	86 Oil Fields Passenger			
			Leave Daily	Leave Daily EX. SUNDAY				Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			STATIONS
								7.40PM	6.40PM	6.00PM	4.40PM	4.00PM	10.40AM	8.40AM	8.00AM	6.00AM	6.00AM		11.00PM	0.0		DN **SAN FRANCISCO** (31.1)
WFITO P			7.55PM	10.05AM				9.30PM	8.20PM	7.19PM	6.15PM	5.35PM	12.10PM	10.01AM	9.35AM	8.00AM	7.33AM	6.05AM	12.35AM	31.1	Automatic Block	DNR **PORT COSTA** 1.1
								f	f		f				f					32.2		NEVADA DOCK 0.9
																f		f		33.1		OZOL 1.6
123 W P			8.15	10.25				s 9.40PM	s 8.30PM	7.27	s 6.25	s 5.43	s 12.20	s 10.09	s 9.45	s 8.10	s 7.42	s 6.15AM	f 12.45	34.7		DR MARTINEZ 1.3
											f				f	f	f			36.0		MOCOCO 0.8
111											f				f	f				36.8		PEYTON 1.3
75 Y P			8.30	11.00						7.33	s 6.33	5.49	12.26	10.15	s 9.55AM	s 8.20	s 7.50		12.52	38.1		DR **AVON** 3.2
Interchange 208 P			8.52	11.45AM						7.38	s 6.40PM	5.54	s 12.32	10.20		s 8.32	s 8.05AM		f 1.00	41.3		DR BAY POINT 1.7
70 P										7.40		5.56	12.34	10.22		f 8.34			1.02	43.0		NICHOLS 1.8
Interchange 56 P			9.10	12.37PM						7.43		6.00	12.37	10.25		f 8.42			1.08	44.8		McAVOY 4.1
Interchange 50 W P			9.25	1.45						7.48		s 6.05	s 12.44	10.31		s 8.58			s 1.16	48.9		DN PITTSBURG 1.9
																f				50.8		LOS MEDANOS 2.3
																				53.1		PRINCE 0.4
56 P			9.50	2.15						7.54		f 6.13	s 12.52	10.38		s 9.10			1.24	53.5		D ANTIOCH 2.5
																f				56.0		NEWLOVE 1.3
83			10.10	2.30						7.59		6.18	12.59	10.43		f 9.18			1.31	57.8		NEROLY 4.4
104 W P			10.30	2.55						8.05		s 6.24	s 1.07	10.49		s 9.28			1.39	61.7		D BRENTWOOD 5.2
95 P			10.50	3.20						8.14		s 6.31	s 1.17	10.57		s 9.40			1.49	66.9		D BYRON 2.0
P												f	f			f				68.9		BYRON HOT SPRINGS 2.7
51 P			11.10	3.40						8.20		6.39	1.25	11.03		f 9.51			1.57	71.6		HERDLYN 4.1
59 P			11.20	3.55						8.25		6.48	1.32	11.09		s 10.01			2.04	75.7		D BETHANY 3.4
47			11.35PM	4.30						8.30		6.52	1.40	11.14		f 10.10			2.10	79.1		JANNEY 3.1
Term yard WFTYO P			12.01AM	4.50PM						s 8.35PM		s 7.00PM	s 1.50PM	s 11.20AM		s 10.20AM			s 2.20AM	82.2		DNR **TRACY**
			Arrive Daily	Arrive Daily EX. SUNDAY				Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(51.1)
			(4.06)	(6.45)				(0.10)	(0.10)	(1.16)	(0.25)	(1.25)	(1.40)	(1.19)	(0.20)	(2.20)	(0.32)	(0.10)	(1.45)	................Time over District		
			12.45	7.57				21.60	21.60	40.13	24.48	36.07	30.66	38.81	21.00	21.90	19.12	21.60	29.20	................Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS ON SIGNAL: No. 50—Any station to receive passengers for points east of Tracy.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 177

August 28, 1921.

	STATIONS	Distance from Tracy	FIRST CLASS										SECOND CLASS			THIRD CLASS
			87	123	25	81	49	43	125	109	51	35	133	135	249	
			Oil Fields Passenger	Martinez San Francisco Passenger	The Owl	Bay Point Napa and San Francisco Passenger	San Joaquin Valley Passenger	Bay Point San Francisco Passenger	Avon San Francisco Passenger	Sunset Express	Fresno San Francisco Passenger	Tracy San Francisco Passenger	Martinez Port Costa Passenger	Martinez Port Costa Passenger	Tracy Way Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	
	SAN FRANCISCO (31.1)	82.2	8.10AM	8.30AM	8.50AM	10.10AM	1.50PM	6.10PM	7.10PM	6.50PM	10.40PM	11.59PM				
Automatic Block	DNR PORT COSTA 1.1	51.1	s 6.30AM	s 6.40AM	s 7.25AM	s 8.20AM	s **12.10**PM	s 4.20PM	s 5.20PM	s 5.15PM	s 9.15PM	s 10.10PM	s 8.50PM	s 10.00PM	11.55AM	
	NEVADA DOCK 0.9	50.0		f					f				f	f		
	OZOL 1.6	49.1		f												
	DR MARTINEZ 1.3	47.5	s 6.20	6.30AM	7.18	s **8.10**	s 11.58AM	s 4.10	s 5.12	s 5.07	s 9.05	s 10.00	8.35PM	9.45PM	11.27	
	MOCOCO 0.8	46.2				f		f	f			f				
	PEYTON 1.3	45.4					f		f			f				
	DR AVON 3.2	44.1	6.12		7.13	s **7.50**	f 11.50	s 4.00	5.05PM	4.59	8.57	f 9.52			**11.00**	
	DR BAY POINT 1.7	40.9	f 6.06		7.08	s 7.30AM	s **11.45**	3.55PM		s 4.54	**8.52**	s 9.45			**10.20**	
	NICHOLS 1.8	39.2	6.00		7.05		11.40			4.49	8.49	f 9.35			9.40	
	McAVOY 4.1	37.4	5.58		7.03		f 11.38			4.47	8.47	f 9.33			9.30	
	DN PITTSBURG 1.9	33.3	f 5.52		6.58		s 11.32			s 4.41	8.41	s **9.25**			**8.58**	
	LOS MEDANOS 2.3	31.4					f					f				
	PRINCE 0.4	29.1														
	D ANTIOCH 2.5	28.7	f 5.44		6.52		s 11.22			f 4.33	8.34	f 9.15			8.20	
	NEWLOVE 1.3	26.2					f									
	NEROLY 4.4	24.9	5.37		6.47		f 11.14			4.26	8.29	f 9.08			7.35	
	D BRENTWOOD 5.2	20.5	s 5.30		6.42		s 11.07			s 4.20	8.22	s 9.02			7.10	
	D BYRON 2.0	15.3	s 5.16		**6.35**		s **10.57**			s 4.11	**8.14**	s 8.52			**6.40** **6.25**	
	BYRON HOT SPRINGS 2.7	13.3					f			f		f				
	HERDLYN 4.1	10.6	5.10		6.29		10.47			4.01	8.04	f 8.43			6.00	
	D BETHANY 3.4	6.5	5.05		6.24		s 10.40			**3.55**	7.59	f 8.37			5.45	
	JANNEY 3.1	3.1	4.59		6.19		10.35			3.50	7.54	f **8.30**			5.15	
	DNR TRACY	0.0	4.55AM		6.15AM		10.30AM			3.45PM	7.50PM	8.15PM			5.10AM	
	(51.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	
	Time over District		(1.35)	(0.10)	(1.10)	(0.50)	(1.40)	(0.20)	(0.15)	(1.30)	(1.25)	(1.55)	(0.15)	(0.15)	(6.45)	
	Average speed per hour		32.27	21.60	43.80	10.24	30.60	30.60	28.00	33.32	36.07	26.66	14.40	14.40	7.96	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS—No. 109 any station to discharge passengers from points east of Los Angeles, inclusive.

Eastward.

FROM SAN FRANCISCO

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS										Distance from San Francisco	Time Table No. 177 August 28, 1921.
	280	802	278	242	246	254	96	80	38	902	92	82	502	32	90	210		
	San Jose Way Freight	Way Freight	Tracy Way Freight	Fresno Mdse. Freight	Fresno Freight	Ogden Manifest	San Francisco San Jose Passenger	Stockton Flyer	San Francisco Sacramento Passenger	Stonehurst Local	San Francisco San Jose Passenger	San Francisco Stockton Passenger	San Francisco San Jose Passenger	San Francisco & Sacramento Passenger	San Francisco San Jose Passenger	The Newsboy		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
				7.00PM		10.05PM	5.20PM	5.00PM	4.00PM	3.20PM	12.00M	8.40AM	7.40AM	7.20AM	6.40AM	1.20AM	0.0	DN **SAN FRANCISCO** 3.5
							5.38	5.18	4.18	3.38	12.18	8.53	7.58AM	7.38	6.58	1.38	3.5	**OAKLAND PIER**
I P							5.50PM	s 5.24PM	4.24PM	3.45PM	12.25PM	9.05AM	8.07AM	7.50AM	7.05AM	1.50AM	3.5	DNR **OAKLAND PIER** 1.4
Term. Yard WFITYO Interchange	9.30AM	8.10AM	4.10AM														4.9	Cedar St. Crossing DNR **WEST OAKLAND** 1.0
																	5.9	Western Pacific Crossing 0.8
I P							s 5.58	s 5.30	s 4.30	s 3.55	s 12.34	s 9.12	s 8.14	s 7.58	s 7.13	s 1.57	6.7	OAKLAND (First St.) 0.1
																	6.8	Webster Srteet Crossing 1.5
P							f			f	f		f		f		8.3	EAST OAKLAND 1.4
I P							s 6.05		s 4.38	s 4.05	s 12.41	s 9.19	s 8.21	s 8.07	s 7.20	2.05	9.7	FRUITVALE 0.6
																	10.3	Cala. Ry. Crossing 3.1
55 P	10.00	8.40AM	4.35				f 6.12	5.44	4.45	s 4.15PM	f 12.48	9.27	s 8.29AM	f 8.15	f 7.27	2.13	13.4	DNR **ELMHURST** 1.4
38 WP	10.25		4.40				s 6.15	5.46	4.47		s 12.53	9.29		s 8.19	s 7.32	s 2.16	14.8	D SAN LEANDRO 0.7
							f				f				f		15.5	SOUTH SAN LEANDRO 1.0
							f				f			f	f		16.5	ESTUDILLO 1.0
40 P	11.10		4.50				s 6.27	5.50	4.52		s 12.59	9.34		f 8.26	s 7.38	2.20	17.5	D LORENZO 0.6
							f				f				f		18.1	CHERRY 2.0
46 P	11.40AM		5.00				s 6.34	5.55	s 5.00		s 1.05	9.38		s 8.32	s 7.43	s 2.25	20.1	D HAYWARD 1.5
							f				f				f		21.6	HARDER 2.4
33	12.05PM		5.10				f 6.41	6.00	5.05		f 1.12	9.43		8.38	f 7.50	2.32	24.0	HALVERN 2.5
36 P	12.25		5.20				s 6.46	6.04	f 5.09		s 1.17	9.48		s 8.45	s 7.54	2.37	26.5	D DECOTO 1.1
							f								f		27.6	PABRICO 1.6
Yard WYO P	12.45PM		5.30	9.10PM	8.10PM	1.25AM	s 6.55PM	s 6.08	s 5.18		s 1.25PM	s 9.55		s 8.55	s 8.00AM	s 2.44	29.2	DNR **NILES** 2.5
36 P			5.50	9.20	8.20	1.40		6.11	5.22			9.58		f 9.00		2.49	31.7	FARWELL 1.9
																	33.6	BRIGHTSIDE 2.0
75 P			6.30	9.30	8.35	1.55		f 6.24	s 5.32			f 10.07		s 9.10		2.59	35.6	D SUNOL 1.6
														f			37.2	BONITA 1.2
														f			38.4	VERONA 2.5
79 P			7.00	9.50	8.50	2.15		f 6.34	s 5.43			s 10.17		s 9.22		3.09	40.9	D PLEASANTON 1.1
I Y P																	42.0	**RADUM** 0.4
																	42.4	REMILLARD 0.6
41 P			7.25	10.00	9.00	2.25		6.37	5.52			10.20		f 9.26		3.13	43.0	ELIOT 3.9
94 WT P			8.00 9.38	10.15	9.15	2.55		s 6.45	s 6.00			s 10.27		s 9.38		s 3.20	46.9	DNR **LIVERMORE** 1.5
P														f			48.4	TREVARNO 2.1
80 P			10.34	10.30	9.25	3.15		6.50	6.10			10.34		f 9.48		3.33	50.5	ULMAR 4.5
79 T P			11.00	10.45	9.45	3.45		6.58	6.20			10.44		s 10.00		3.45	55.0	DN ALTAMONT 4.5
29 P			11.20	11.05	10.05	4.10		7.06	6.28			10.51		f 10.12		3.55	59.5	CAYLEY 3.6
78 P			11.40AM	11.25PM	10.30	4.25		7.14	6.35			11.00		f 10.22		4.05	63.1	MIDWAY 5.6
30																	68.7	MEDAL 2.1
WFTYO Term. Yard P			12.10PM	12.05AM	11.00PM	5.15AM		s 7.29PM	s 6.50PM			s 11.15AM		s 10.40AM		s 4.20AM	70.8	DNR **TRACY**·
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.3)
	(3 15)	(0.30)	(7.00)	(2.55)	(3.20)	(3.50)	(1.05)	(2.05)	(2.26)	(0.30)	(1.00)	(2.10)	(0.22)	(2.50)	(0.55)	(2.30)		........................Time over District
	8.10	14.33	14.02	14.26	12.45	10.85	23.72	32.30	27.65	19.80	25.70	23.58	27.00	23.75	28.03	26.92		....................Average speed per hour

Oakland Ferry (San Francisco – Oakland Pier)

Double Track (Oakland Pier – Elmhurst)

Automatic Block (Oakland Pier – Tracy)

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

No. 210 Reduce speed Fruitvale sufficiently to enable safe dispatch of bundles of newspapers.
ADDITIONAL STOPS ON SIGNAL.—No. 38 San Leandro to receive passengers for points east of Niles.
No. 90 Cherryland at M. P. 19.1 Nos. 90, 92 and 96, Tennyson 1.2 miles east of Harder.

	Time Table No. 177 August 28, 1921.	Distance from Tracy	FIRST CLASS										SECOND CLASS	THIRD CLASS			FOURTH CLASS	
			89	**91**	**79**	**31**	**901**	**501**	**97**	**95**	**37**	**557**		**247**	**253**	**279**	**277**	**801**
			San Jose San Francisco Passenger	San Jose San Francisco Passenger	Stockton Flyer	Sacramento Stockton and San Francisco Passenger	Stonehurst Local	San Jose San Francisco Passenger	San Jose San Francisco Passenger	San Jose San Francisco Passenger	Stockton San Francisco Passenger	Santa Cruz San Francisco Passenger		Fresno Freight	Ogden Manifest	San Jose Way Freight	Tracy Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Oakland Ferry	DN **SAN FRANCISCO** 3.5	70.8	7.10AM	8.10AM	10.10AM	3.10PM	5.30PM	5.50PM	6.10PM	6.30PM	7.30PM	10.10PM			11.30PM			
	OAKLAND PIER	67.3	6.52	7.52	9.52	2.52	5.12	5.32	5.52	6.12	7.12	9.52						
Automatic Block Double Track	DNR **OAKLAND PIER** 1.4	67.3	s 6.42AM	s 7.45AM	s 9.43AM	s 2.42PM	s 5.00PM	s 5.20PM	s 5.40PM	s 6.00PM	s 7.00PM	s 9.45PM						
	Cedar St. Crossing DNR **WEST OAKLAND** 1.0	65.9														9.30PM	12.20PM	3.35PM
	Western Pacific Crossing 0.8	64.9																
	OAKLAND (First St.) 0.1	64.1	s 6.33	s 7.37	s 9.33	s 2.30	s 4.50	s 5.10	s 5.30	s 5.47	s 6.50	s 9.37						
	Webster Street Crossing 1.5	64.0																
	EAST OAKLAND 1.4	62.5	f				f											
	FRUITVALE 0.6	61.1	s 6.25	s 7.25	9.26	s 2.20	s 4.40	s 5.02	s 5.22	s 5.40	s 6.42	s 9.29						
	Cala. Ry. Crossing 3.1	60.5																
	DNR **ELMHURST** 1.4	57.4	f 6.17	f 7.16	9.19	2.12	4.30PM	4.55PM	s 5.15	f 5.33	6.35	9.21PM				8.50	11.40AM	3.00PM
	D SAN LEANDRO 0.7	56.0	s 6.13	s 7.12	9.17	2.08			s 5.11	s 5.28	6.32					8.35	11.25	
	SOUTH SAN LEANDRO 1.0	55.3	f	f					f	f								
	ESTUDILLO 1.0	54.3	f	f					f	f								
	D LORENZO 0.6	53.8	s 6.06	s 7.01	9.11	2.03			s 5.05	s 5.18	6.27					8.15	11.10	
	CHERRY 2.0	52.7	f	f														
	D HAYWARD 1.5	50.7	s 5.59	s 6.55	9.07	s 1.57			s 5.00	s 5.12	6.20					7.55	10.55	
	HARDER 2.4	49.2	f	f					f	f								
	HALVERN 2.5	46.8	f 5.52	f 6.43	9.02	1.47			f 4.52	f 5.05	6.15					7.40	10.30	
	D DECOTO 1.1	44.3	f 5.47	s 6.39	8.59	1.42			s 4.48	s 4.55	6.12					7.30	10.20	
	PABRICO 1.6	43.2		f					f	f								
	DNR **NILES** 2.5	41.6	5.42AM	6.35AM	s 8.55	s 1.35			4.43PM	4.50PM	s 6.08			7.00AM	7.15PM	7.20PM	10.05 9.35	
	FARWELL 1.9	39.1			8.46	1.28					f 5.58			6.45	7.05		9.25	
	BRIGHTSIDE 2.0	37.2																
	D SUNOL 1.6	35.2			f 8.38	s 1.22					s 5.53			6.30	6.50		9.10	
	BONITA 1.2	33.6									f							
	VERONA 2.5	32.4									f							
	D PLEASANTON 1.1	29.9			s 8.30	s 1.12					s 5.43			6.15	6.34		8.30	
	RADUM 0.4	28.8																
	REMILLARD 0.6	28.4																
	ELIOT 3.9	27.8			8.25	1.07					f 5.33			6.02	6.10		8.15	
	DNR **LIVERMORE** 1.5	23.9			s 8.20	s 1.01					s 5.26			5.55	6.00 5.16		8.00	
	TREVARNO 2.1	22.4									f							
	ULMAR 4.5	20.3			8.14	12.52					f 5.17			5.25	5.02		6.35	
	DN ALTAMONT 4.5	15.8			8.07	12.45					s 5.10			5.05	4.50		6.20	
	CAYLEY 3.6	11.3			7.59	12.34					f 4.58			4.45	4.25		6.00	
	MIDWAY 5.6	7.7			7.53	12.28					f 4.52			4.25 4.00	4.05		5.40	
	MEDAL 2.1	2.1																
	DNR **TRACY**	0.0			7.43AM	12.15PM					4.40PM			3.00AM	3.30PM		5.15AM	
	(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAY ONLY		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	Time over District		(1.00)	(1.10)	(2.00)	(2.27)	(0.30)	(0.25)	(0.57)	(1.10)	(2.20)	(0.24)		(4.00)	(3.45)	(2.10)	(7.05)	(0.35)
	Average speed per hour		25.70	22.74	33.65	27.46	19.80	23.76	27.92	22.74	28.84	24.75		27.26	11.09	11.89	10.01	12.28

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL.—No. 37 any station west of Niles to discharge passengers from points east of Sunol inclusive. Hayward to receive mail whenever quantity is in excess of capacity of mail catcher.

Nos. 89, 91, 95, and 97 Tennyson 1.2 miles west of Halvern.

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 177 August 28, 1921.	Distance from San Jose	FIRST CLASS				SECOND CLASS	THIRD CLASS
	280	248	96	92	188	90					91	187	97	95	245	279
	San Jose Way Freight	Fresno Freight	San Francisco San Jose Passenger	San Francisco San Jose Passenger	Niles San Jose Passenger	San Francisco San Jose Passenger			STATIONS		San Jose San Francisco Passenger	San Jose Niles Passenger	San Jose San Francisco Passenger	San Jose San Francisco Passenger	Fresno Freight	San Jose Way Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY
			5.20PM	12.00M	8.40AM	6.40AM	0.0		DN **SAN FRANCISCO** 29.2	46.7	8.10AM		6.10PM	6.30PM		
Yard WYOP	1.20PM	7.15AM	7.00PM	1.35PM	10.00AM	8.00AM	29.2	Automatic Block	DNR **NILES** 0.5	17.5	s6.35AM	s9.50AM	4.40PM	s 4.45PM	8.00PM	5.15PM
IY							29.7		W. P. Crossing 0.9	17.0						
			f	f	f	f	30.6		OVERACKER 2.2	16.1	f	f	f	f		
37	1.35	7.25	s 7.07	s 1.42	s10.10	s 8.07	32.8		IRVINGTON 3.5	13.9	s6.26	f9.42	s 4.31	s 4.37	7.45	5.00
44	**1.50**	7.35	f 7.14	f **1.50**	f10.17	f 8.13	36.3		WARM SPRINGS 4.4	10.4	f6.19	f9.36	f 4.24	f 4.30	7.35	4.40
42	2.25	7.45	s **7.22**	s 2.00	s10.25	s 8.21	40.7		D MILPITAS 2.6	6.0	f6.12	f9.30	s 4.17	s **4.22**	**7.22**	**4.22**
38	2.40	7.55	f 7.26	f 2.05	f10.32	f 8.26	43.3		WAYNE 2.6	3.4	f6.05	9.25	f 4.10	f 4.12	7.10	3.40
Interchange							45.9		RURIC 0.8	0.8						
Term. Yard WFITO	3.00PM	8.15AM	s 7.35PM	s 2.15PM	s10.40AM	s 8.35AM	46.7		DNR **SAN JOSE**	0.0	6.00AM	9.20AM	4.05PM	4.05PM	7.00PM	3.30PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY
	(1.40)	(1.00)	(0.35)	(0.40)	(0.40)	(0.35)			Time over District		(0.35)	(0.30)	(0.35)	(0.40)	(1.00)	(1.45)
	9.60	17.50	30.00	26.92	**26.92**	30.00			Average speed per hour		30.00	**35.00**	30.00	26.92	17.50	10.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 177 August 28, 1921.		Distance from Niles	THIRD CLASS
	242	254	504						253
	Fresno Merchandise Freight	Ogden and Portland Manifest Freight	San Jose San Francisco Passenger			STATIONS			Ogden Manifest Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily						Arrive Daily
				0.0	DN	**SAN FRANCISCO** 5.2		43.0	
	7.00PM	10.00PM		5.2		BAY SHORE 21.0		37.8	11.30PM
YP	8.00PM	12.15AM		26.2	DNR	**REDWOOD JCT.** 0.2	Double Track	16.8	10.00PM
137				26.4		BESTOS (End of Double Track) 1.6		16.6	
				28.0		SWEENY 1.5		15.0	
58 P	8.15	12.25		29.5		HENDERSON 1.4		13.5	9.15
				30.9		RAVENSWOOD 3.0		12.1	
56	8.25	12.35		33.9		DUMBARTON 3.3		9.1	8.45
108 WYP	8.35	1.00	5.20AM	37.2	Auto. Block DNR	**NEWARK** 1.8		5.8	8.35
				39.0		MATTOS 1.1		4.0	
56 P	8.50	1.10	f 5.25	40.1		CENTERVILLE 2.3		2.9	7.50
I Y				42.4		W. P. Crossing 0.6		0.6	
Yard WYOP	9.05PM	1.25AM	s 5.35AM	43.0	DNR	**NILES**		0.0	7.40PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(17.5)			Leave Daily
	(1.05)	(1.10)	(0.15)			Time over District			(2.20)
	14.52	15.08	20.32			Average speed per hour			7.20

Westward trains are superior to trains of the same class in the opposite direction. (see Rule 72.)

Schedule time, time in train orders or meeting points made under any form of order will apply at end of double track at Redwood Jct. Trains between Redwood Jct. and San Francisco be governed by Coast Division time table.

Eastward FROM S. F. — TOWARD S. F. Westward

FIRST CLASS	Distance from San Francisco		Time Table No. 177 August 28, 1921.		Distance from Stonehurst	SECOND CLASS
902						901
Stonehurst Local			STATIONS			Stonehurst Local
Leave Daily						Arrive Daily
3.20PM	0.0	DN	**SAN FRANCISCO** 3.5	Oakland Ferry	14.3	5.30PM
3.38	3.5		**OAKLAND PIER**		10.8	5.12
4.15PM	13.4	DN	**ELMHURST** 0.9		0.9	4.30PM
4.20PM	14.3		Western Pac. Crossing. **STONEHURST**		0.0	4.25PM
Arrive Daily						Leave Daily

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO.** **TOWARD SAN FRANCISCO.** Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 802 Way Freight Leave Daily EX. SUNDAY	FIRST CLASS 502 San Francisco San Jose Passenger Leave Daily	Distance from San Francisco		Time Table No. 177 August 28, 1921. STATIONS	Distance from San Jose	FIRST CLASS 503 San Jose San Francisco Passenger Arrive Daily	501 San Jose San Francisco Passenger Arrive Daily EX. SUNDAY	557 Santa Cruz San Francisco Passenger Arrive SUNDAY ONLY	FOURTH CLASS 801 Way Freight Arrive Daily EX. SUNDAY
		7.40AM	0.0	DN	**SAN FRANCISCO**	47.4	7.10AM	5.50PM	10.10PM	
55 P	8.40AM	s 8.29AM	13.4	DNR	**ELMHURST** 2.1	34.0		f 4.55PM	s 9.21PM	3.00PM
14	8.45	f 8.32	15.5		MULFORD 2.3	31.9		f 4.47	f 9.14	2.45
18 P	8.50	f 8.35	17.8		ROBERT 2.4	29.6		f 4.44	f 9.11	
77 WP	9.00	f 8.39	20.2		RUSSELL 1.3	27.2		f 4.39	f 9.06	2.30
26 P	9.10	s 8.42	21.5		MOUNT EDEN 1.5	25.9		s 4.36	s 9.03	2.00
9 Spur		f	23.0		BAUMBERG 2.3	24.4		f	f	
68	9.40	s 8.50	25.3	D	ALVARADO 0.9	22.1		s 4.30	s 8.57	1.30
		f	26.2		HALL 2.2	21.2		f		
13	9.55	f 8.56	28.4		ARDEN 0.6	19.0		f 4.22	f 8.50	1.00
			29.0		HILLARD 1.6	18.4				
Yard WYP	10.10	s 9.05	30.6	Auto. Block { DNR	**NEWARK** 2.2	16.8	s 5.20AM	s 4.17	s 8.46	12.40PM
9		f	32.8		MOWRY 1.3	14.6	f	f	f	
88	10.30	f 9.13	34.1		ALBRAE 1.4	13.3	f 5.10	f 4.10	f 8.40	11.45AM
		f	35.5		MALLARD 1.0	11.9		f	f	
6		f	36.5		DRAWBRIDGE 2.6	10.9	f	f	f	
18	11.00	s 9.24	39.1		ALVISO 2.6	8.3	f 5.03	s 4.02	s 8.32	11.30
59	11.15	s 9.31	41.7	D	AGNEW 3.1	5.7	s 4.58	s 3.55	s 8.28	11.15
Yard	11.30	s 9.37 9.42	44.8	D	SANTA CLARA 1.4	2.6	f 4.51	s 3.48	s 8.23 8.18	11.05
I	11.35AM	f 9.45AM	46.2	Auto Block { R	**COLLEGE PARK**	1.2	4.48AM	f 3.43PM	f 8.13PM	10.55AM
					Trains between College Park, San Jose and West San Jose governed by Coast Division Time Table.					
Term. Yard WFITO	11.45AM	9.50AM	47.4	DNR	**SAN JOSE**	0.0	4.45AM	3.40PM	8.10PM	10.50AM
					WEST SAN JOSE					
	Arrive Daily EX. SUNDAY	Arrive Daily					Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(2.55)	(1.16)			Time over District		(0.32)	(1.12)	(1.08)	(4.05)
	11.24	25.89			Average speed per hour		29 62	27.33	28.94	10.74

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward.

FROM SAN FRANCISCO.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS									
	262 Calistoga Freight Leave Daily EX. SUNDAY	**64** San Francisco Napa Passenger Leave Daily	**70** San Francisco Santa Rosa Passenger Leave Daily	**162** Vallejo Napa Passenger Lv. Daily Ex. SAT. and SUN.	**170** Vallejo Suisun Mixed Leave Daily	**164** Vallejo Napa Passenger LEAVE SATURDAY ONLY	**62** San Francisco Calistoga Passenger Leave Daily	**168** Vallejo Suisun Passenger Leave Daily	Distance from San Francisco		Time Table No. 177 August 28, 1921. **STATIONS**
		4.40PM	4.40PM				8.00AM		0.0	DN	**SAN FRANCISCO** 30.0
Yard WFT		6.30PM	6.20PM	5.30PM	3.20PM	12.30PM	9.50AM	7.35AM	30.0	DR	**SOUTH VALLEJO** 1.1
		s 6.33	s 6.23	5.33	s 3.25	12.33	s 9.55	s 7.40	31.1		NORTH VALLEJO 0.7
		f	f		f		f	f	31.8		LOUISIANA ST. 0.5
									32.3		ORPHANS HOME 2.1
24		f 6.41	f 6.31	5.41	f 3.30	12.38	f 10.00	f 7.46	34.4		FLOSDEN 2.5
									36.9		STANDARD 0.4
Yard WYO P	7.10AM	s 6.50	s 6.40PM	s 5.50	s 3.40PM	s 12.45	s **10.10**	s 7.55AM	37.3	DR	**NAPA JUNCTION** 0.7
									38.0		Napa Valley Ry. Crossing 0.9
		f					f		38.9		MIDDLETON 2.1
		f 6.59		5.59		12.52	f 10.17		41.0		RATTO 0.7
		f					f		41.7		SUSCOL 2.5
		f					f		44.2		IMOLA 1.2
									45.4		Napa Valley Ry. Crossing 0.1
30 W	7.40	s 7.10PM		s 6.10PM		s 1.00PM	s **10.29**		45.5	DR	NAPA 2.3
6	8.15						f 10.34		47.8		**UNION** 2.4
12							f 10.40		50.2		OAK KNOLL 1.5
9							f		51.7		TRUBODY 2.3
22 W	8.35						s 10.50		54.0	D	YOUNTVILLE 3.5
27	**9.10**						s 10.57		57.5	D	OAKVILLE 1.9
19	9.25						s 11.02		59.4	D	RUTHERFORD 1.8
20	9.35						f 11.07		61.2		ZINFANDEL 0.9
									62.1		THOMAN 0.3
22							f		62.4		CRANE 1.2
22	9.45						s 11.12		63.6		ST. HELENA 0.9
11							f		64.5		KRUG 0.8
13							f 11.17		65.3		BARRO 2.2
W							f		67.5		BALE 0.8
16							f 11.25		68.3		LARKMEAD 0.7
10 W							f		69.0		MAPLE 2.7
10 WT	10.30AM						s 11.38AM		71.7	DR	**CALISTOGA**
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Ar. Daily Ex. SAT and SUN.	Arrive Daily	ARRIVE SATURDAY ONLY	Arrive Daily	Arrive Daily			(41.7)
	(3.20)	(0.40)	(0.20)	(0.40)	(0.20)	(0.30)	(1.48)	(0.20)			..................Time over District
	10.40	23.25	21.90	23.25	21.90	31.00	24.29	21.90			..................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.

Eastward. FROM SAN FRANCISCO.

	FROM **132**	FROM **23**	FROM **44**	Light	FROM **29** and **22**	FROM **49**	Light	FROM **81** and **42**	FROM **28, 124** and **123**	Distance from San Francisco		Steamer Time Table No. 177 August 28, 1921. **STATIONS**
	SUNDAY ONLY	SUNDAY ONLY	Daily	Daily Ex. SATURDAY and SUNDAY	Daily	Daily	Daily	Daily	Daily EX. SUNDAY			
	9.15PM	7.02PM	6.00PM	4.45PM	2.30PM	12.25PM	11.15AM	9.25AM	7.16AM	28.0	D	**VALLEJO JCT.**
			6.15					9.45	7.34	30.0	D	**SOUTH VALLEJO**
WF				5.05PM					7.50			**MARE ISLAND**
	9.40PM	7.30PM	6.30PM		3.00PM	12.50PM	11.40AM	10.05AM	8.03AM	31.6		**NORTH VALLEJO WHF.**

TOWARD SAN FRANCISCO.

Westward.

	Time Table No. 177 August 28, 1921. **STATIONS**	Distance from Calistoga	FIRST CLASS				SECOND CLASS		FOURTH CLASS
			153 Napa Vallejo Passenger Arrive Daily EX. SUNDAY	61 Napa San Francisco Passenger Arrive Daily	69 Santa Rosa San Francisco Passenger Arrive Daily	63 Calistoga San Francisco Passenger Arrive Daily	167 Suisun Vallejo Mixed Arrive Daily	169 Suisun Vallejo Passenger Arrive Daily	263 Calistoga Freight Arrive Daily EX. SUNDAY
DN	**SAN FRANCISCO** 30.0	71.7		10.10AM	10.10AM	6.10PM			
DR	**SOUTH VALLEJO** 1.1	41.7	s 7.25AM	s 8.12AM	s 8.22AM	s 4.15PM	s 10.25AM	s 6.15PM	
	NORTH VALLEJO 0.7	40.6	7.21	s 8.08	s 8.18	s 4.11	s 10.21	s 6.11	
	LOUISIANA ST. 0.5	39.9		f	f	f	f	s	
	ORPHANS HOME 2.1	39.4					f	f	
	FLOSDEN 2.5	37.3	7.15	f 8.02	f 8.12	f 4.05	f 10.15	f 6.05	
	STANDARD 0.4	34.8							
DR	**NAPA JUNCTION** 0.7	34.4	7.10	s 7.57	8.07AM	s 4.00 3.55	10.10AM	6.00PM	10.55AM
	Napa Valley Ry. Crossing 0.9	33.7							
	MIDDLETON 2.1	32.8		f		f			
	RATTO 0.7	30.7	7.02	f 7.47		f 3.45			
	SUSCOL 2.5	30.0		f		f			
	IMOLA 1.2	27.5		f		f			
	Napa Valley Ry. Crossing 0.1	26.3							
DR	NAPA 2.3	26.2	6.55AM	s **7.40**AM		s 3.37			10.29
	UNION 2.4	23.9				f 3.27			9.55
	OAK KNOLL 1.5	21.5				f 3.20			
	TRUBODY 2.3	20.0				f			
D	YOUNTVILLE 3.5	17.7				s 3.13			9.40
D	OAKVILLE 1.9	14.2				s 3.06			9.10
D	RUTHERFORD 1.8	12.3				s 3.02			9.00
	ZINFANDEL 0.9	10.5				f 2.57			8.40
	THOMAN 0.3	9.6							
	CRANE 1.2	9.3				f			
	ST. HELENA 0.9	8.1				s 2.52			8.30
	KRUG 0.8	7.2				f			
	BARRO 2.2	6.4				f 2.48			
	BALE 0.8	4.2				f			
	LARKMEAD 0.7	3.4				f 2.42			
	MAPLE 2.7	2.7				f			
DR	**CALISTOGA**	0.0				2.35PM			8.00AM
	(41.7)		Leave Daily EX SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District		(0.30)	(0.32)	(0.15)	(1.40)	(0.15)	(0.15)	(2.55)
	Average speed per hour.........		31.00	29.06	29.20	26.33	29 20	29.20	11.79

Cross-over switch at west end of Union siding must be lined up for Union line and siding must be kept clear between these switches.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

TOWARD SAN FRANCISCO.

Westward.

	Steamer Time Table No. 177 August 28, 1921. **STATIONS**	Distance from No. Vallejo Wharf	TO 123 Daily EX. SUNDAY	TO 81 and 42 Daily	TO 127 Daily	TO 49 Daily	TO 29 and 22 Daily	TO 43 Daily Ex Saturday and Sunday	TO 43 SATURDAY & SUNDAY ONLY	TO 162 and 125 Daily Ex. SATURDAY and SUNDAY	Tie Up Daily EX. SUNDAY	TO 23 SUNDAY ONLY	TO 132 SUNDAY ONLY	Light SUNDAY ONLY
D	**VALLEJO JCT.**	3.6	7.05AM	8.45AM	11.10AM	12.20PM	2.15PM	4.40PM	4.40PM	5.40PM		6.58PM	9.05PM	
D	**SOUTH VALLEJO**	1.6	6.50AM	8.27				4.20	4.20	5.25	6.45PM		8.55	9.55PM
	MARE ISLAND							4.05		5.10PM				
	NORTH VALLEJO WHF.	0.0		8.05AM	10.45AM	11.50AM	1.45PM	3.45PM	4.05PM		6.35PM	6.35PM	8.40PM	9.40PM

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Time Table No. 177

August 28, 1921.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS	Distance from San Francisco		STATIONS		Distance from Santa Rosa	FIRST CLASS	FOURTH CLASS
	294 Santa Rosa Freight	70 San Francisco Santa Rosa Passenger						69 Santa Rosa San Francisco Passenger	295 Santa Rosa Freight
	Leave Daily EX. SUNDAY	Leave Daily						Arrive Daily	Arrive Daily EX. SUNDAY
		4.40PM	0.0	DN	**SAN FRANCISCO**		74.0	10.10AM	
Yard WYO P	8.13AM	6.42PM	37.3	DR	**NAPA JUNCTION**	0.3	36.7	s 8.05AM	1.00PM
			37.6		Napa Valley Ry. Crossing	1.5	36.4		
			39.1		SQUAB	1.6	34.9		
		f	40.7		BRAZOS	1.5	33.3	f	
	8.28	f 6.52	42.2	Automatic Block.	**BUCHLI**	2.2	31.8	f 7.54	12.30
		f	44.4		MERAZO	1.3	29.6	f	
	8.38	f 6.59	45.7		**RAMAL**	0.7	28.3	f 7.48	12.10PM
			46.4		DONOVAN	0.9	27.6		
			47.3		TULE VISTA	0.2	26.7		
		f	47.5		WECHICKA	1.3	26.5	f	
19 Interchange			48.8		N. W. Pac. Ry. Crossing	0.4	25.2		
	8.48	f 7.07	49.2		SCHELLVILLE	3.1	24.8	f 7.40	11.10AM
		f	52.3		SNYDER	1.4	21.7	f	
20 W	8.58	s 7.15	53.7	D	EL VERANO	0.7	20.3	s 7.32	10.52
		f	54.4		BOYES SPRINGS	1.0	19.6	f	
		f	55.4		AGUA CALIENTE	0.9	18.6	f	
		f	56.3		SOBRE VISTA	0.3	17.7	f	
			56.6		N. W. Pac. Ry. Crossing	0.2	17.4		
11		f 7.25	56.8		YULUPA	0.7	17.2	f 7.22	
2		s 7.27	57.5		ELDRIDGE	1.5	16.5	s 7.20	
		s 7.30	59.0		GLEN ELLEN	0.6	15.0	s 7.17	
		f	59.6		WARFIELD	1.4	14.4	f	
2		f 7.34	61.0		BELTANE	0.7	13.0	f 7.13	
		f	61.7		FELICE	0.9	12.3	f	
		f	62.6		WILDWOOD	0.8	11.4	f	
21	9.45	s 7.40	63.4	D	KENWOOD	1.4	10.6	s 7.07	9.45
		f	64.8		LAWNDALE	0.7	9.2	f	
2		f	65.5		LOS GUILICOS	1.3	8.5	f	
20		f 7.47	66.8		ANNADEL	1.6	7.2	f 7.00	
			68.4		OLESON	0.9	5.6		
15		f	69.3		MELITTA	1.9	4.7	f	
12 Spur		f	71.2		BAKU	2.8	2.8	f	
22 WTY Interchange	10.20AM	s 8.02PM	74.0	DR	**SANTA ROSA**		0.0	6.45AM	8.30AM
	Arrive Daily EX. SUNDAY	Arrive Daily			36.7			Leave Daily	Leave Daily EX. SUNDAY
	(2.07)	(1.20)			Time over District			(1.20)	(4.30)
	17.33	27.52			Average speed per hour			27.52	8.15

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL—Nos. 69 and 70 Hillview (one mile east of Kenwood).

Eastward.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS									Distance from San Francisco		Time Table No. 177 August 28, 1921.	Distance from Radum	SECOND CLASS								
									✓ 146 San Ramon Mixed Leave Daily EX. SUNDAY			STATIONS		✓ 145 San Ramon Mixed Arrive Daily EX. SUNDAY								
									8.00AM	0.0	DN	**SAN FRANCISCO** 38.1	67.8	7.10PM								
45 Y									10.05AM	38.1	DR	**AVON** 1.5	29.7	s 4.45PM								
										39.6		HAPRESS 1.4	28.2									
										41.0		GALINDO 1.5	26.8									
80 W									s 10.15	42.5	D	CONCORD 0.7	25.3	s 4.15								
									f	43.2		NACIO 1.9	24.6									
									s 10.20	45.1		HOOKSTON 0.7	22.7	f 1.10								
Interchange Track									f 10.25	45.8		LAS JUNTAS O. and A. Crossing 1.5	22.0	f 12.50								
										47.3		OXLEY 0.9	20.5									
24									s 10.35	48.2	D	WALNUT CREEK 2.4	19.6	s 12.35								
									f	50.6		WIDBERO 2.0	17.2									
18									f 10.50	52.6		ALAMO 2.2	15.2	f 12.05PM								
57									s 11.00	54.8	D	DANVILLE 1.6	13.0	s 11.55AM								
									f	56.4		OSAGE 1.3	11.4									
29 T									s 11.10AM	57.7	R	SAN RAMON 3.6	10.1	s 11.30AM								
										61.3		FOREST HOME 2.3	6.5									
71										63.6		DOUGHERTY 2.8	4.2									
31										66.4		ASCO 1.4 Western Pac. Crossing	1.4									
I Y P										67.8	R	**RADUM**	0.0									
									Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY								
									(1.05)			Time over District		(5.15)								
									17.17			Average speed per hour		5.00								

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS				Distance from San Francisco via Vallejo		Time Table No. 177 August 28, 1921.	Distance from Suisun	SECOND CLASS			THIRD CLASS					
			296 Santa Rosa Freight Leave Daily EX. SUNDAY	264 Calistoga Freight Leave Daily EX. SUNDAY			170 Vallejo Suisun Passenger Leave Daily	168 Vallejo Suisun Passenger Leave Daily			STATIONS		167 Suisun Vallejo Passenger Arrive Daily	169 Suisun Vallejo Passenger Arrive Daily		261 Calistoga Freight Arrive Daily EX. SUNDAY	293 Santa Rosa Freight Arrive Daily EX. SUNDAY				
									0.0	DN	**SAN FRANCISCO**	50.1									
Yard 40 WYO			1.30PM	11.45AM			4.10PM	8.10AM	37.3	DR	**NAPA JUNCTION** 3.7	13.2	s 9.50AM	s 5.55PM		7.00AM	7.50AM				
60 W			1.45	12.05PM			f 4.17	f 8.17	41.0		CRESTON 3.8	9.5	f 9.40	f 5.45		6.45	7.25				
27			2.00	12.15			s 4.27	s 8.27	44.8	D	CORDELIA 1.4	5.7	s 9.32	s 5.37		6.35	7.12				
33			2.10	12.25			f	f	46.2		THOMASSON 1.7	4.3	f	f		6.30	7.08				
11								f	47.9		SUBEET 2.6	2.6	f								
Yard WFYO			2.30PM	12.45PM			s 4.40PM	s 8.40AM	50.5	DNR	**SUISUN-FAIRFIELD**	0.0	9.20AM	5.25PM		6.20AM	7.00AM				
			Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			Arrive Daily	Arrive Daily			(13.2)		Leave Daily	Leave Daily		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY				
			(1.00)	(1.00)			(0.30)	(0.30)			Time over District		(0.30)	(0.30)		(0.40)	(0.50)				
			13.20	13.20			26.42	26.42			Average speed per hour		26.42	26.42		19.80	15.80				

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.				Distance from San Francisco	Time Table No. 177 August 28, 1921. STATIONS	Distance from Union			
					DN **SAN FRANCISCO**				
				42.2	**BUCHLI** 1.6	8.6			
				43.8	CARNEROS 1.6	7.0			
18				45.4	STANLEY 3.4	5.4			
24 WT				48.8	WEST NAPA 1.3	2.0			
				50.1	Napa Valley Ry. Crossing 0.7	0.7			
6				50.8	**UNION**	0.0			
					(8.6)				
					……………Time over District……………				
					……………Average speed per hour……………				

Cross-over switch at west end of Union siding must be lined up for Union Branch and siding kept clear between these switches.

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		FIRST CLASS 404 Wingo Passenger Leave MONDAYONLY	Distance from San Francisco	Time Table No. 177 August 28, 1921. STATIONS	Distance from Wingo	SECOND CLASS 403 Wingo Passenger Arrive MONDAYONLY		
			0.0	DN **SAN FRANCISCO**				
		8.48AM	45.7	**RAMAL** 2.0	2.0	s 9.00AM		
(Siding on N.W.P.Ry.)		s 8.53AM	47.7	**WINGO**	0.0	8.55AM		
		Arrive MONDAYONLY		(2.0)		Leave MONDAYONLY		
		(0.5) 24.00		……………Time over District…………… ……………Average speed per hour……………		(0.5) 24.00		

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		FIRST CLASS 108 Elmira Rumsey Mixed Leave Daily	FIRST CLASS 106 Elmira Winters Mixed Leave Daily	Distance from San Francisco	Time Table No. 177 August 28, 1921. STATIONS	Distance from Rumsey	SECOND CLASS 105 Winters Elmira Mixed Arrive Daily	SECOND CLASS 107 Rumsey Elmira Mixed Arrive Daily		
		7.20AM		0.0	DN **SAN FRANCISCO**	110.5	11.30AM	8.50PM		
WFY 101		9.50AM	6.00AM	59.4	DR **ELMIRA** 4.3	51.1	s 8.45AM	s 5.00PM		
13		s 10.00	s 6.25	63.7	Auto. Block} D VACAVILLE 1.9	46.8	s 8.35	s 4.50		
		f	f	65.6	VIOLET 2.9	44.9	f	f		
24		f	f	68.5	HARTLEY 1.8	42.0	f	f		
		f	f	70.3	ALLENDALE 3.7	40.2	f	f		
20		f 10.20	f 6.45	74.0	WOLFSKILL 2.0	36.5	f 8.15	f		
WT 23		s 10.35	s 6.50AM	76.0	DR WINTERS 4.3	34.5	8.10AM	s 3.50		
16		f 10.48		80.3	NORTON 3.3	30.2		f		
18		f		83.6	CITRONA 3.2	26.9		f		
20		s 11.08		86.8	MADISON 3.1	23.7		s 2.37		
W 41		s 11.18		89.9	D ESPARTO 2.0	20.6		s 2.25		
20		s 11.25		91.9	CAPAY 4.7	18.6		s 2.15		
20		f		96.6	CADANASSA 2.3	13.9		f		
		s		98.9	ECKHARD 1.8	11.6		s		
20		s 11.50AM		100.7	TANCRED 2.6	9.8		s 1.48		
20		f 12.01PM		103.3	BERWICK 1.0	7.2		f 1.40		
3		f		104.3	AMARANTH 1.3	6.2		f		
21		s 12.12		105.6	D GUINDA 0.6	4.9		s 1.30		
5		f		106.2	SAUTERNE 1.7	4.3		f		
20		f		107.9	CASHMERE 2.6	2.6		f		
WT 19		s 12.45PM		110.5	R **RUMSEY**	0.0		1.15PM		
		Arrive Daily	Arrive Daily		(51.1)		Leave Daily	Leave Daily		
		(2.55) 17.50	(0.50) 19.92		……………Time over District…………… ……………Average speed per hour……………		(0.35) 28.45	(3.45) 13.62		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon on signal.

SPECIAL INSTRUCTIONS “SAFETY FIRST”

1. **EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS WITHOUT AN ORDER TO DO SO.**

2 STANDARD CLOCKS.

Oakland Pier.
West Oakland
Roseville
San Jose.
Sacramento.
South Vallejo.
Tracy.
Napa.
Port Costa
Suisun-Fairfield.
Elmira

3. WATCH INSPECTORS.

A. F. Edwards........	Oakland.	H. T. Harger Co...	Sacramento.
H. Bullard..........	West Oakland and Suisun-Fairfield	H. T. Harger Co....	Roseville.
		C. Harlie Power.....	Livermore.
W. R. Burke..........	Berkeley.	H. L. Amstutz & Son.	Napa.
A. O. Gott...........	Alameda.	John Hood..........	Santa Rosa.
O. A. Poulsen........	Richmond.	C. E. Wyatt........	Winters.
R. Kocher & Son.....	San Jose.	F. J. Stumm........	Benicia.
Horace Bardell......	San Jose.	G. E. Bangle	Vallejo.
Z. L. Von Dack & Son...	Tracy.	Geo. Dupen........	Martinez.

4. BULLETIN BOARDS.

Oakland Pier.
West Oakland.
Port Costa.
South Vallejo.
Napa.
Elmira.
Sacramento.
Tracy.
Roseville.
Suisun-Fairfield.
San Jose.
Livermore.

5 CLEARANCES.

(a) When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

(b) If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

(c) All trains must obtain Clearance (Form 2643) before leaving Niles, Newark, and before leaving Napa Junction when an operator is on duty, and Port Costa except eastward trains via Benicia. Eastward trains via Benicia must obtain Clearance at Benicia.

(d) On DOUBLE TRACK trains may run extra without running orders, but must obtain Clearance (Form 2643) before leaving Oakland Pier, West Oakland, Sacramento, westward extras at Port Costa and eastward extras at Benicia.

(e) Extras originating on double track at Suisun-Fairfield and Davis must obtain clearance (Form 2643), also at Elmira when an operator is on duty.

(f) Conductors will furnish engineers with copy of check of train register Form 2529 for all enginemen in trains departing from Tracy. That part of Rule 815 reading “Compare time with their enginemen before starting on run, and with their brakemen, flagmen and baggagemen as soon thereafter as practicable.” Must be complied with.

(g) Engineman will acept check of train register (Form 2529) from Conductor at Oakland Pier or West Oakland.

(h) Enginemen will Register and compare time with standard clock before leaving Roundhouse at West Oakland.

(i) Rule 83 (A) will not apply at initial stations which are not telegraph stations, nor at telegraph stations when an operator is not on duty.

6 TRAIN REGISTER EXCEPTIONS.

(a) Dispatchers must not authorize green signals to be taken down by any westward train at Elmhurst or at any intermediate point between Elmhurst and the terminal of the schedule. If signals are to be displayed at Elmhurst by an eastward train, following inferior train must be notified.

(b) Westward trains will register by ticket at Elmhurst.

(c) Eastward trains will register by ticket and need not check the register at Elmhurst against any schedule that has been fulfilled as shown on the registers at Oakland Pier and West Oakland.

(d) At Redwood Junction Western Division crews on westward trains will register arrival on Western Division register, departing on Coast Division Register. Eastward trains arrival on Coast Division register, departing on Western Division register.

(e) College Park is register station for trains to and from West San Jose only.

(f) Davis, Martinez, Bay Point and Livermore are register stations only for trains that originate or terminate at those points.

(g) Avon is register station only for trains that originate or terminate at Avon.

(h) Trains will register at Ramal on Monday only.

(i) At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

7. TRAIN AND AIR INSPECTION.

(a) Westward trains must make the running air brake test one (1) mile east of Benicia also after leaving Oakland 16th Street Station for Oakland Pier.

(b) Air brakes on all trains and communicating signal on passenger trains must be tested from rear end of train at Napa Junction and Cordelia (except freight trains that do not stop at Cordelia) before ascending grade, and at the summit of Altamont and Creston as per Rule 16 and 17. Passenger trains that do not stop will make the running test as per Rule 16.

(c) Crews of all trains must, whenever the Brake Pipe has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making the tests provided in Rule 17. In passenger service brake valve must remain on lap until notified to release brakes as per Rule 16 (e).

(d) When testing the air whistle signal, six seconds must be allowed for charging each car cut in before testing the air whistle signal, and then hold valve open one second, wait four seconds and repeat.

(e) In handling passenger equipment between West Oakland and Oakland Pier or Oakland Pier and West Oakland, a tail hose must be attached to leading car and air test made before moving. After attaining speed not exceeding eight miles per hour running test must be made by yardman on leading car. When engine is pulling cars running test must be made per Rule 16.

(f) Passenger trains in picking up or setting out cars must have air on each car connected with the engine.

(g) After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear wheels, etc., as per Rule 820.

(h) Except where water stations are more than (30) miles and less than (35) miles apart one stop may be eliminated by running between water stations, but the distance of (35) miles in no instance to be exceeded.

(i) Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

Additional Communicating Signals:

(j) oooooo When running increase train heat.
(k) ——— When running look back for hand signals.

8. USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits between Oakland Pier and Sacramento, Oakland Pier and Tracy via Altamont, Niles and San Jose, Port Costa and Tracy, the note under Rule 211 is modified as follows:

Form “19” train order may be issued to restrict the superiority of a train, except that Form “31” must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form “G,” Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following “Signal is out for.” Operator will retain carbon copy of clearance. This paragraph includes territory outside of automatic block signal limits.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a “19” order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 251 is amended as follows:

In sending and repeating train orders by telephone or telegraphone they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word “Second” and then spell it thus: “S-e-c-o-n-d;” pronounce the word Number which will be abbreviated by “No.” pronounce the figures 2-5 and follow by spelling each digit; thus “T-w-o f-i-v-e;” pronounce the word “Engine” which may be abbreviated in the order as “Eng.” pronounce the engine number in figures as “3-2-0-5” then follow by spelling each figure as “t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;” pronounce the words “wait at” then pronounce the station name and follow by pronouncing each letter of the station name; as “N-e-w-h-a-l-l-;” pronounce the word “until” then pronounce the time “950” in the usual manner, then follow by spelling each word in the time, as “n-i-n-e f-i-f-t-y” then pronounce the figures “9-5-0’ followed by “P.M.” pronounce the word “for” also “Extra” then name each figure in the number as “2-7-5-6” followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word “East”.

You will note that the words “Number,” “Wait at,” “for,” “Extra” and “East” are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

9. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK.** A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

10. Between Buchli and Ramal train must wait ten minutes before following flagman.

11. A train must be preceded by a flagman over a drawbridge when stopped by a block signal which governs movement over it.

12. No automatic signals governing movements on westward track No. 1 between San Pablo and Shellmound tower and on eastward track No. 4 between Shellmound tower and Richmond.

13. On DOUBLE TRACK when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

15. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

16. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

17. When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track or on account of switch being lined up for receiving track it may pass the home signal without stopping, when a trainman or switch tender is AT THE HOME SIGNAL giving proceed signal to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

18. When the number plate of a home block signal is reversed, showing “yellow,” and signal indicates “Stop,” train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

19. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

20. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

21. Within block signal limits that portion of rules 86 and D-86 reading “but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown” is cancelled.

OVERLAPS.

22. Westward trains—Avon and 2000 feet east of Ramal.

23. Eastward trains—Martinez, Bay Point and Dumbarton.

24. Overlap posts are painted white at the top and black at the base, and stand about six feet high.

25. Trains holding main track against opposing trains at overlap stations must not pass overlap post, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

Before entering automatic block signal limits at Buchli, trains via Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

Before entering automatic block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

26. SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

27 MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Speed of 2-10-2 type engines when used in passenger service must not exceed forty (40) miles per hour. Consolidation freight engines, also Mikado engines, must not exceed speed of forty-five (45) miles per hour, when used in passenger service.

The above table is for the information of enginemen and must not be construed to in any way authorize exceeding speed restrictions in following table:

28. SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

BETWEEN	Passenger	Freight	Running Backward
Through interlocking limits, under control			
Through Cross-overs and turnouts	10	10	10
Oakland Pier and Krieger, except;	50	35	20
Oakland, within city limits	22	22	20
Berkeley, University Ave	10	10	10
Krieger and Port Costa	40	25	20
Benicia and M. P. 35	45	25	20
M. P. 35 and Sacramento, except;	50	35	20
On curve ½ mile east of M P 35	40	35	20
On westward track ¼ mile west of M. P. 35 to M. P. 34	35	20	20
Cygnus drawbridge	15	15	10
Suisun-Fairfield and Davis Yards	30	20	10
Washington, within city limits	8	8	8
Sacramento drawbridge	6	6	6
Sacramento, within city limits	15	15	10
Port Costa and Martinez	45	25	20
Martinez, within city limits	20	20	20
Martinez and Tracy, except;	50	35	20
Avon drawbridge	15	15	10
Pittsburg, within city limits	25	25	20
Oakland Pier and Niles, except;	50	35	20
Oakland, within city limits	22	22	20
Oakland, First and Adeline Sts.	10	10	10
Oakland, 23d Avenue	8	8	8
Halvern to Alvarado	10	10	10
Niles and Sunol,	40	25	20
Between curve warning signs at,			
Mayborg curve, M.P. 33	30	25	10
Fusiers' curve, Mile Post 34	30	25	15
Sunol and Mile Post 52, except;	50	30	20
Between city limit signs, Pleasanton and Livermore	10	10	10
Mile Post 52 and Midway, except;	40	25	20
Grecian Bend curve, ¼ mi. E. of Mile Post 52	30	25	15
Midway and Tracy	50	35	20
Elmhurst and College Park, except;	50	35	20
Newark Yard	10	10	10
Alviso, within city limits	15	15	15
Distillery Spur, Agnews		6	6
Warm Springs and Coyote drawbridges	15	15	10
Niles and Redwood City, except;	50	35	20
Remount Spur	6	6	6
Ravenswood Spur	6	6	6
Dumbarton Salt Spur	6	6	6
Dumbarton and Newark Slough drawbridges	15	15	10
Niles and San Jose	50	35	20
San Jose Yard	12	12	12
Avon and San Ramon	30	18	15
San Ramon and Radum	40	25	20
Elmira and Violet	40	25	20
Violet and Rumsey, except	30	25	20
Capay, within city limits	10	10	10
Buchli and Union	40	25	20
South Vallejo and Napa Jct.	50	30	20
Napa Junction and Napa	40	25	20
Napa, within city limits	8	8	8
Napa and Calistoga, except;	40	25	20
St. Helena, within city limits	12	12	12
Napa Junction and Santa Rosa, except;	40	25	20
Santa Rosa city limits	5	5	5
Fourth Street, Santa Rosa	10	10	10
Eldridge and Warfield 10° curves	25	15	15
Annadel and Santa Rosa 10° curves	25	15	15
Napa River drawbridge	15	15	10
Ramal and Wingo,	10	10	10
Napa Junction and Cordelia	40	25	20
Cordelia and Suisun-Fairfield	50	25	20
No. 9 passing Richmond	12		
When shoving or backing passenger equipment	15		15

Approach crossing of Seventh Street, near Roundhouse, carefully to make sure gates are down and vehicle traffic stopped, in which case regular speed may be made.

(Except as above.)	Light Engines Running Forward	Light Engines Running Backward
Engine 3600	45	20
Pacific Type	40	20
Mikado	40	20
Eight Wheelers	45	20
Ten Wheelers	45	20
Mogul	30	20
Atlantic Type	40	20
Consolidation	25	20
Yard Engines	15	15

Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders, or slow boards.

29. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

Mile Post	EAST OF	DESCRIPTION
		OAKLAND PIER—TRACY VIA PORT COSTA.
	Oakland Pier	Freight Slip—side.
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co.—side.
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205—side.
6.6	Emeryville	Structures on Judson siding—side.
6.6	Emeryville	Umbrella Sheds—side.
6.6	Emeryville	Machine shops Judson Iron Works—overhead and side.
7.0	Shell Mound	Water tank on spur—overhead and side.
7.5	Stock Yards	Corral platform—side.
7.5	Stock Yards	Fertilizer spur—side.
13.1	Stege	Hotel back of station building—side.
13.1	Stege	Buildings end of track No. 2—side.
14.5	Richmond	A. T. & S. F. Crossing—overhead and side.
14.5	Richmond	Stone spur Bunkers—overhead and side.
15.0	Richmond Transfer	Warehouse—Western Pipe & Steel Co.—overhead—side.
16.5	San Pablo	A. T. & S. F. Crossing—overhead and side.
19.3	Giant	Wagon bridge—overhead and side.
26.5	Oleum	Tramway—overhead.
26.5	Oleum	Loading racks, Union Oil Co.—side.
26.7	Oleum	Tunnel No. 1—overhead and side.
27.7	Tormey	Tunnel No. 2—overhead and side.
29.0	Crockett	Sugar Co. warehouse.
29.0	Crockett	Cal.-Haw. S. R. Co.—overhead.
30.1	Eckley	Platforms of brick company—side.
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse —side.
31.1	Port Costa	Wagon Bridge—overhead.
31.8	Nevada Dock	Platforms of brick company—side.
31.8	Nevada Dock	Long and short cable, empty and house track No. 1—side.
34.7	Martinez	Warehouse, Anderson Co.—overhead and side, cars to be left outside.
36.8	Peyton	Loading rack track, G. C. Co.—side.
43.2	Nichols	Wagon Bridge—overhead.
43.2	Nichols	A. T. & S. F. Ry. crossing—overhead and side.
43.2	Nichols	General Chemical Co., ore house on spur—side.
		PORT COSTA—SACRAMENTO.
31.2	Port Costa	Wagon Bridge—overhead.
	Stmr. Contra Costa	Overhead and side.
	Stmr. Solano	Overhead and side.
32.4	Benicia	Apron sheds and tracks—side.
32.4	Benicia	Carquinez Packing Co., buildings—side.
48.9	Suisun-Fairfield	Pacific Fruit Product Co., Spur—side.
		OAKLAND PIER—TRACY VIA NILES.
4.9	West Oakland	Buildings and platforms at Creosote Works—overhead and side.
4.9	West Oakland	Freight platforms and tracks, Kirkham St. freight yards—side.
4.9	West Oakland	Water tank on Wye—overhead and side.
7.0	Oakland, 1st St.	Warehouse track, Howard Co.—side.
7.2	Oakland, 1st St.	Buildings Sunset Lumber Co.—overhead and side.
9.0	23rd Avenue	Pacific Wire and Steel Co. spur—side.
9.0	23rd Avenue	California Cotton Mills—overhead and side.
9.0	23rd Avenue	California Pottery Co., spur and buildings—side.
10.5	Fruitvale	Steel bridge over estuary—overhead and side.
20.1	Hayward	Hunt Bros.—Canneries—side.
29.2	Niles	New Bunkers, Calif. Bldg. Mat'l Co.—overhead and side.
29.2	Niles	New Bunkers of Niles Sand and Gravel Co.
40.9	Pleasanton	Platform on beet tracks Nos. 1 and 2—side.
42.4	Remillard	Platform and Shed—Remillard Brick Co.—side.
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track—overhead and side.
46.9	Livermore	Water tank spouts—sides.
		ELMHURST—COLLEGE PARK.
41.7	Agnew	Track leading into distillery—side.
		AVON—RADUM.
44.6	Nacio	Bridge—overhead and side.
45.8	Las Juntas	Trolley wire—Interchange Track—overhead.
47.5	Oxley	Bridge—overhead and side.
49.2	Walnut Creek	Bridge—overhead and side.
57.0	Osage	Bridge—overhead and side.
66.4	Asco	Beet loading chute—sides.
		SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA.
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.—overhead and side.
62.1	Thoman	Fence—Sutter Home Winery—side
		ELMIRA—RUMSEY.
75.0	Winters	Fruit shed—overhead and side.

All employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

Steam shovels must not be transported over the road unless the "A" frames are lowered.

30. JUNCTION SWITCHES.

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for Elmhurst-College Park Line. The normal position of double track junction switch is for the eastward track. Switchtender is on duty from 6 A.M. to 12 Midnight. The west cross-over in westward track leading from junction switch will be set for westward trains.

JUNCTION SWITCHES—Continued.

Normal position of the East Wye Switch at Avon is for the siding.

The normal position of Wye switch on Dumbarton and Centerville Line at Newark is for Dumbarton and Centerville Line.

Normal position of the West Wye switch at Newark is for the siding.

Normal position of the junction switch for the Elmira-Rumsey Line on siding at Elmira is for that line.

Normal position of junction switches at Napa Junction is for the Calistoga Line.

Normal position of junction switches at Buchli and Ramal is for Santa Rosa Line.

Normal position of junction switch at Wingo is for N. W. P. R. R. Enginemen on Southern Pacific trains approaching junction at Wingo will give two long and three short sounds of the whistle as call to switchtender to set switch for Southern Pacific line. Switchtender on duty during the day time.

31 COMPANY SURGEONS—WESTERN DIVISION.

NAME	TITLE	LOCATION	DISTRICT
Dr. F K. Ainsworth	Chief Surg. and Mgr.	San Francisco	Pacific System.
Dr. W. B. Coffey	Division Surgeon	San Francisco	San Francisco.
Dr. J. H. O'Connor	District Surgeon	San Francisco	San Francisco.
Dr. S. J. Gardner	District Surgeon	San Francisco	San Francisco.
Dr. G. R. Carson	District Surgeon	San Francisco	San Francisco.
Dr. C. A. Walker	District Surgeon	San Francisco	San Francisco.
Dr. G. H. Willcutt	Oculist and Aurist	San Francisco	San Francisco.
Dr. W. F. Blake	Oculist	San Francisco	San Francisco.
Dr. O. D. Hamlin	Division Surgeon	Oakland	Oakland, San Leandro, Berkeley.
Dr. J. W. Scamell	District Surgeon	Fruitvale	Fruitvale.
Dr. J. I. Vickerson	District Surgeon	West Oakland	West Oakland.
Dr. E. F. Card	Oculist and Aurist	Oakland	Oakland, San Leandro, Berkeley
Dr. C. H. Wilder	District Surgeon	East Oakland	East Oakland.
Dr. Guy Wallace	Associate Dist. Surg.	East Oakland	Oakland.
Dr. Eugene H. Barbera	District Surgeon	Oakland	Oakland.
Dr. E. M. Keys	District Surgeon	Alameda	Alameda Mole, Newark.
Dr. M. W. Brown	Assistant Surgeon	Alameda	Alameda Mole, Newark.
Dr. H. M. Presler	District Surgeon	Berkeley	Berkeley, Stege.
Dr. L. E. Kindall	Assistant Surgeon	Oakland	Oakland.
Dr. A. M. McIntosh	District Surgeon	Berkeley	Berkeley.
Dr. C. H. Miller	District Surgeon	San Leandro	
Dr. F. W. Browning	District Surgeon	Hayward	San Leandro, Milpitas, Sunol.
Dr. Chas. L. McKown	District Surgeon	Niles	Sunol, Remillard.
Dr. John C. Hollis	District Surgeon	Pleasanton	Remillard, Midway.
Dr. Paul Dolan	District Surgeon	Livermore	
Dr. E. M. Grimmer	Emergency Surgeon.	Irvington	
Dr. H. J. Smith	Emergency Surgeon.	Milpitas	Newark, San Jose.
Dr. J. I. Beattie	District Surgeon	Santa Clara	Milpitas, Santa Clara, San Jose.
Dr. D. A. Beattie	District Surgeon	San Jose	Milpitas, Santa Clara, San Jose.
Dr. E. F. Holbrook	District Surgeon	San Jose	
Dr. H. W. Emerson	District Surgeon	Centerville	
Dr. W. Lucas	District Surgeon	Richmond	
Dr. J. H. Adams	District Surgeon	Crockett	San Pablo, Benicia, Vallejo, Martinez.
Dr. P. B. Fry	District Surgeon	Port Costa	Port Costa, Pittsburg.
Dr. Edwin Merrithew	District Surgeon	Martinez	Pittsburg, Antioch.
Dr. W. S. George	District Surgeon	Antioch	
Dr. H. E. Peters	Emergency Surgeon.	Pittsburg	Newlove, Herdlyn.
Dr. F. S. Cook	District Surgeon	Brentwood	Herdlyn, Midway, Tracy.
Dr. Allan R. Powers	District Surgeon	Tracy	Goodyear, Napa Junction, Elmira.
Dr. S. J. Bransford	District Surgeon	Suisun	Elmira, Tremont.
Dr. F Stolle	District Surgeon	Dixon	Tremont, Merritt, Webster.
Dr. W E. Bates	District Surgeon	Davis	Webster, Sacramento, Florin.
Dr. A. M. Henderson	Division Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento	Elmira, Allendale.
Dr. M. P. Stansbery	District Surgeon	Vacaville	Allendale, Rumsey.
Dr. H. R. King	District Surgeon	Winters	
Dr. T. Craig	District Surgeon	Capay	Napa Junction, South Vallejo.
Dr. B. J. Klotz	District Surgeon	South Vallejo	Rutherford, Napa Junction.
Dr. E. Z. Hennessey	District Surgeon	Napa	
Dr. D. E. Osborne	Emergency Surgeon.	St. Helena	Calistoga, Rutherford.
Dr. W. L. Blodgett	District Surgeon	Calistoga	
Dr. L. H. Francis	Emergency Surgeon	Glen Ellen	Sonoma.
Dr. A. M. Thomson	Emergency Surgeon	Sonoma	Santa Rosa, Napa Junction.
Dr. J. W. Jesse	District Surgeon	Santa Rosa	
Dr. Geo. McKenzie	Emergency Surgeon.	Concord	
Dr. C. R. Leach	Emergency Surgeon	Walnut Creek	
Dr. Edw. C. Love	Emergency Surgeon	Danville	

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

WEST OAKLAND
EAST OAKLAND.
FRUITVALE.
ALAMEDA.
BERKELEY.
RICHMOND.
NILES.
PLEASANTON.
LIVERMORE.
SANTA CLARA.
SAN JOSE
PORT COSTA.
MARTINEZ.
ANTIOCH.
CONCORD.
TRACY
SANTA ROSA.
CALISTOGA.
NAPA.
SOUTH VALLEJO.
BENICIA.
SUISUN-FAIRFIELD.
VACAVILLE
WINTERS.
DIXON.
DAVIS.

HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

32 MISCELLANEOUS.

Suburban Trains have preference over Main Line Trains at Oakland Pier and Fruitvale.

33 Rules 93 and D-93 are revised as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

"ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

34 YARDS.

Yards are established at the following stations:

West Oakland Napa Niles Port Costa Benicia
Suisun-Fairfield Davis South Vallejo Napa Jct. Newark

35 WEST OAKLAND YARD—Extends from Oakland Pier, to yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; also on Electric Lines from Alameda Pier to all points on lines in Alameda and Berkeley; 14th and Franklin Streets, Oakland, and to Dutton Avenue on Melrose extension of Seventh Street Line.

36 When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a). If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b). If track is seen to be clear or within automatic block signal limits, if signal indicates "Proceed," train may proceed, but will run under control, not exceeding six miles per hour, for a distance of one-half mile, before resuming speed.

37 On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

38 On lines of more than two main tracks when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear. When trains are running on adjacent tracks and a fusee is found between these two tracks, movement of trains on both such tracks to be restricted as above; a fusee between the rails of an adjoining track to be disregarded.

39 When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

40 That part of third paragraph of Rule 221-A of Transportation Department reading "but trainmen will re-light the signal" is cancelled.

41 Westward first-class trains via Santa Clara having passed beyond the easterly limits of San Jose interlocking plant, and eastward first-class trains standing at San Jose passenger station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of Coast Division Special Rule relative Signal 464.

42 First-class trains via Niles within the limits of San Jose interlocking plant or standing at San Jose passenger station need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains.

43 Western Division trains holding orders to display signals to College Park Will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

44 Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street inter-locking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains

45 A yard engine must be protected before crossing Western Pacific on Stonehurst Line and at Third and Fallon Streets; San Francisco & Oakland Terminal, Ward Street on Shattuck Avenue Line and Parker Street on Ninth Street Line.

46 At Newark, Santa Clara and College Park, trains on the Elmhurst-College Park Line when calling in flagman from the west, will give four long and one short sounds of the whistle; when calling in flagman from the east, will give six long sounds of the whistle.

47 At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.

48 At Davis, trains via Woodland on Davis-Gerber Line, when calling in flagman from the east will give six long sounds of the whistle.

49 Trains on Track No. 1 between San Pablo and 16th Street Station, when calling in flagman from the east, will give six long sounds of the whistle.

51 Trains on Track No. 2, between 16th Street Station and Shellmound Tower, and on Track No. 4, between Shellmound Tower and Richmond, when calling in flagman from the west will give four long and one short sound of the whistle.

52 Trains using the working track between Port Costa and Vallejo Junction, when calling in flagman from the east will give six long sounds of the whistle.

53 When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.

54 Two yardmen must be with engine when handling two cars or more at Oakland Pier, In no instance must both yardmen ride on the same platform.

55 The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but

Rule 99 must be complied with.

56 First paragraph, Rule 92 will not apply at Oakland Pier.

57 Trains may move between Oakland Pier and Elmhurst irrespective of time table superiority, except that freight trains must endeavor to avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have five minutes or more to clear a first class train moving in the same direction.

58 But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

59 The Schedule time and timetable authority of first-class trains originating or terminating at Newark is hereby extended to include the main track to the station building. Trains must approach Newark expecting to find the main track occupied by first-class trains without protection.

Responsibility for collision will rest with the approaching train. If the view is obscured all trains must be protected as per Rule 99.

First-class trains moving from Centerville to College Park via Newark, will use east leg of wye at Newark, and back up to the station building.

First-class trains moving from College Park to Centerville, via Newark, will pull in on east leg of wye at Newark and back up to station building via west leg of the wye.

60 Trains and light engines must run through Sacramento yard under control, and must not pass the switchtender's cabin at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

61 Engines or trains using the wye at Napa Junction must approach it from the Suisun-Fairfield Line and go around via the Calistoga Line.

62 On freight trains between Niles and Pleasanton, Altamont and Medal, Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine, and rear brakeman near caboose.

63 The siding for eastward trains at Bay Point is the first track on Bay side of main track. For westward trains the first track on the station side of main track.

64 Spur track Mile Post 15, Elmhurst-College Park Line, will hold 12 cars.

65 The short track opposite the passenger station building at Santa Clara is the siding.

66 The siding of the Elmhurst-College Park Line at Newark is located east of station.

67 The siding of the Dumbarton and Centerville Line at Newark is west of the Elmhurst-College Park Line.

68 The working track between Port Costa and Vallejo Junction may be used by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

69 Eastward passenger trains approaching Tracy via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C. Street crossing Tracy and be governed by Rule 800 from that point.

70

(a) Eastward passenger trains approaching Tracy via Port Costa will have right to main track to signal No. 820 located just west of C Street crossing, Tracy and be governed by Rule 800 from that point.

(b) Trains entering Tracy yard and occupying Tracks 7, 8, 9, 11, 12 and 13 in Port Costa side, trainmen on westward trains will set sufficient number of hand brakes on head end of train, and trainmen on eastward trains will set sufficient number of hand brakes on rear of train to insure against train running out west end.

(c) Trains entering Tracy yard and occupying Tracks 14, 15, 16, 17 and 18 in Niles side, trainmen on westward trains will set sufficient number of hand brakes on rear of train, and trainmen on eastward trains will set sufficient number of hand brakes on head end of train to insure against train running out east end.

71 Derail in westward main track just west of Benicia station building, normal position "open."

75 **ALL TRAINS ENTERING SIDINGS WILL DO SO UNDER CONTROL. RESPONSIBILITY FOR COLLISION IS PLACED WITH ENTERING TRAIN.**

76 When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

77 Headlights on engines standing at the end of pier at Oakland Pier must be covered when steamers are landing.

78 Road engines when moving between roundhouse and train, at night or in foggy or stormy weather, must display a white and a red light on the rear of tank over center of track.

79 Enginemen of Eastward trains will darken the headlight while standing at Oakland Pier until they receive signal to start, then keep headlight dimmed until tower is passed.

80 City ordinance within City limits of Richmond prohibits the unnecessary use of whistle or bell.

Enginemen will sound the crossing signal—two long and two short blasts of the whistle—approaching Lemon Street, South Vallejo, from ither direction. Heavy vehicular traffic passes over our tracks at this crossing en route to and from Vallejo-Rodeo Ferry.

City ordinances of Martinez prohibits unnecessary blowing of whistle and ringing of bell within the incorporated limits of the town.

81 Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

82 It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

83 —— —— o o. whistle for public road or street crossings must be sounded and bell kept ringing when entering or leaving Alvarado Sugar Company's Yard and approaching their road crossing which crosses S. P. Co. tracks.

84 TRAINS LOADING ON FERRY STEAMERS OR UNLOADING AT PORT COSTA OR BENICIA WILL BE GOVERNED BY THE FOLLOWING REGULATIONS:

(a) When loading or unloading boats at Port Costa or Benicia all engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply soon as cars or engine commence moving on apron and when unloading not to be exceeded until cars or engine are clear of apron.

(b) Trains to or from new slip at Port Costa will be handled through work track (No. 8), north side of station building, when conditions are such that they cannot be handled via main tracks. Eastward trains will approach crossover west of station building under control, prepared to take either route to slip, as directed by yardmen. Track No. 8 must be kept clear and properly lined up for such movement.

(c) Locomotives standing at end of apron awaiting transfer on steamer must have headlights covered whenever reflection from same would be directly over apron into slip.

(d) Road or Yard Engines, whether attached to cars or not, must have wheels blocked.

(e) Injectors on locomotives must not be turned on aboard steamers "Contra Costa" and "Solano" and the locomotives must not be placed over the hatches to engine room.

PASSENGER TRAINS.

(f) Head brakeman must ride rear end of first cut onto steamer and set brakes.

(g) Rear brakeman must ride head end of second cut onto steamer and set brakes.

(h) Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

(i) While on the steamer trainmen must keep vestibule doors and traps open, opening same as soon as the train comes to a stop on the steamer. Passengers must be cautioned not to lean out of the windows or vestibule doors, as there is danger of being struck by iron rods or bars of boat, and must be kept off platform when backing coaches on steamer. Vestibule tail gates must be in proper position.

(j) Before passenger trains are moved on or off the boat at Port Costa and Benicia air test must be made as follows:

(k) When yard engine couples onto second, third or fourth cuts of passenger trains to shove on boat, tail hose must be properly attached to leading car and a reduction of air must immediately be made through tail hose—enginemen to observe reduction of air before pumping off brakes. Rear end test not necessary for head portion of passenger train handled on and off boat by road engine. In moving off the boat, rear end test must be made on portions of train pulled off by yard engine. Not necessary to make rear end test on portions of train pulled off by road engine or shoved off by yard engine.

(l) Passenger trains to and from ferry steamer will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

FREIGHT TRAINS.

(m) Before shoving a cut of cars onto steamer each car must be connected with the engine by air. Yardmen must assure themselves that air brakes are working through entire cut of cars before shoving cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

(n) Yard engine when shoving cut of cars onto steamer must stop the forward end of cut two car lengths from the extreme end of steamer when yardman must apply pilot hose. They will then shove far as necessary, yardman to walk with cut of cars so he can apply the air should an emergency arise. A pilot hose will be placed on each end of the steamer for this purpose.

(o) The brakemen must assist deck hands in setting hand brakes when loading the steamer and when unloading the steamer will see that hand brakes are released.

(p) Yardmen will not set hand brakes.

85 MAIN TRACKS.

Main tracks between Oakland Pier and Bay Street (West Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and Richmond numbering from the Bay, are designated as 1, 2, 3, and 4, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Track No. 4 is the fourth track from the Bay, and extends from Shellmound Tower to Richmond, and may be used by eastward freight trains not exceeding 20 miles per hour.

Trains using track No. 1 between San Pablo and Shellmound and track No. 4 between Shellmound and Richmond display markers as per Rule D-19 the same as though running against the current of traffic.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

86. Rules 14-k and D 14-k apply at interlocking towers.

87 INTERLOCKING SIGNALS.

(a) Interlocking signals govern only through interlocking limits.

(b) Signals on signal bridges are placed on post on top or suspended underneath signal bridges over track on which trains approach.

(c) Movements governed by short-arm or dwarf signals must be made under control and position of switches observed, as such signals govern movements for various routes.

(d) On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone with each other for EACH movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

88 Interlocking Rules 630 and 663 are amended to read as follows:

(a) 630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals, when hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

(b) A yellow flag must be used by day and a yellow light by night, in giving hand signals.

(c) 663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signal are given for a train to pass an interlocking signal indicating "stop," train must be brought to stop and then proceed under control not exceeding six miles per hour keeping a sharp lookout for open derailers and trains on conflicting routes.

(d) Hand signals authorize movement only through the intelocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any.

89. OAKLAND PIER TOWER.

Westward trains to Oakland Pier on track No. 1 governed by home signal on signal bridge No. 102, the first signal bridge east of Long Wharf cross-over: three-arm post at Long Wharf cross-over; three-arm post about half way between Long Wharf cross-over and tower, and other dwarf signals.

Westward trains to Oakland Pier on track No. 7 governed by signals on signal bridge No. 105, the first signal bridge east of Long Wharf cross-over.

The suspended home signal on track No. 7 governs movement through cross-over switches and other signals on track No. 1 or 2 to tracks to north side of station.

Westward trains to Oakland Pier on track No. 9 governed by home signal on signal bridge No. 105.

Starting signal for eastward movements from any track in station governed by dwarf signal.

Eastward trains on track No. 2 to 16th Street governed by upper arm on three-arm post just west of Long Wharf cross over.

Other movements governed by short-arm or dwarf signals.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier Station is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering on track occupied by cars. Responsibility for collision will be placed on train entering.

90. SIXTEENTH STREET TOWER.—Near 16th Street Station, Oakland.

Westward trains to 16th Street tower on track No. 3 to Oakland Pier governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station and upper arm on three-arm post, 550 feet east of freight track crossing.

Westward trains to 16th Street tower on track No. 3 to West Oakland yard governed by suspended home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, to track No. 1 and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2, to Cedar Street (single track).

Westward trains to 16th Street tower on track No. 1, to West Oakland yard, governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2 to Cedar Street (single track).

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: —— o.

At Sixteenth Street tower enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

91. SHELLMOUND TOWER—Emeryville.

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower. home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

SPECIAL INSTRUCTIONS—Concluded.

91.—Continued

Westward trains to Shellmound tower on track No. 1 governed by home signal on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4, east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

92. WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.

Westward trains to West Oakland tower on First Street track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street track; upper arm governs movement to freight yard, lower or short-arm governs movement to passenger yard.

Eastward trains to West Oakland tower from freight yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Eastward trains to West Oakland tower from passenger yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals

Cedar Street single track is controlled by West Oakland and 16th Street towers Trains will use this track against opposing trains on receiving signal

93 MAGNOLIA STREET TOWER—Crossing of Western Pacific and First Street line.

First and Chestnut Streets, Oakland.

Westward trains to Magnolia Street tower on First Street track toward Oakland Pier governed by home signal on post 500 feet east of Western Pacific crossing.

Westward trains to Magnolia Street tower on First Street track to freight yard governed by short-arm signal on post 500 feet east of Western Pacific crossing and dwarf signal between westward and eastward tracks at cross-over switch.

Eastward trains to Magnolia Street tower on First Street track governed by home signal on post 1600 feet west of Western Pacific crossing and home signal on post 500 feet west of crossing.

Other movements governed by short arm or dwarf signals

94. FIRST AND WEBSTER STREET TOWER—Crossing of First and Webster Street lines, First and Webster Streets, Oakland.

Westward trains to First and Webster Street tower on First Street track governed by home signal on post on signal bridge No. 118, 1200 feet east of tower and home signal on post on signal bridge No. 117, 600 feet east of tower

Eastward trains to First and Webster Street tower on eastward First Street track toward Fruitvale governed by home signal on post on signal bridge No. 115, 700 feet west of tower and upper arm on two-arm post on signal bridge No. 116, 400 feet west of tower—lower arm governs movement toward Alameda.

Other movements governed by short-arm or dwarf signals. Dwarf signal which governs movement from meat spur is located on left side of track.

95 FRUITVALE TOWER—Fruitvale.

Westward trains to Fruitvale tower on westward track governed by home signal on post on signal bridge No. 127, 1400 feet east of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Eastward trains to Fruitvale tower on eastward track governed by home signal on post on signal bridge No. 123, 1200 feet west of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Other movements governed by short-arm or dwarf signals.

96 PORT COSTA TOWER—Junction of double track, east of Port Costa.

Westward trains to Port Costa tower on single track to westward track governed by upper arm on two-arm post 50 feet east of double-track junction switch; lower or short arm governs movement against current of traffic on eastward track.

Eastward trains to Port Costa tower on eastward track governed by home signal on post 600 feet west of tower.

Other movements governed by dwarf signals.

97. DAVIS TOWER—Davis.

Westward trains to Davis tower on westward main track toward Benicia governed by home signal on post on signal bridge 1,700 feet east of tower and home signal on post 500 feet west of tower.

Westward trains to Davis tower on westward main track, then around the east leg of the wye toward Woodland, governed by suspended home signal on signal bridge 1,700 feet east of tower and dwarf signal 400 feet north of tower.

Westward trains to Davis tower on northern single main track toward Benicia governed by home signal on post on signal bridge 1,200 feet north of tower and dwarf signal 400 feet west of tower.

Westward trains to Davis tower on northern single main track, then around the east leg of the wye toward Sacramento, governed by suspended home signal on signal bridge 1,200 feet north of tower and dwarf signal 400 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Sacramento governed by home signal on post 1,200 feet west of tower and home signal on post 700 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Woodland governed by short arm home signal on post 1,200 feet west of tower and dwarf signal 400 feet north of tower.

Other movements governed by short arm, or dwarf signals.

Whistle signal for northern single track, or from northern single track to Sacramento, ———— o.

98.—MIKON TOWER—Crossing of Southern Pacific and Sacramento-Northern Railway, east of Mikon.

Westward trains to Mikon tower, on westward track, governed by home signal on post 500 feet east of crossing.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal

99. RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line.

No towerman at Radum Tower.

Normal position of the interlocking signals for the Niles-Livermore and Western Pacific main tracks will be in proceed positions in both directions.

If necessary to make a train movement from Livermore main track to San Ramon Branch, or vice versa, it will be necessary to call the signal maintainer who lives just accross the track from the tower. He will operate signals and switches for such movements.

If a train on the Niles-Livermore main track should find the interlocking signals in the "stop" position, it will stop and flag through the plant.

100 NILES TOWER—Crossing of Western Pacific Ry. and San Jose Line, near Niles.

Trains to Niles tower moving to San Jose Line governed by home signal on post 1000 feet west of Western Pacific crossing and upper arm on two-arm post near crossing; lower arm governs movement toward Dumbarton-Centerville Line

Trains to Niles tower from San Jose Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward Dumbarton-Centerville Line

Trains to Niles tower from Dumbarton-Centerville Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movements to San Jose Line.

Whistle signals:
For San Jose, ——— o.
For Centerville ——— o ———.
For Niles, o ——— o.

101. SAN JOSE TOWER—Junction of San Jose-Niles Line and Coast Division, San Jose

Trains to San Jose tower from San Jose-Niles Line governed by upper arm on two-arm post at Third Street and dwarf signal west of tower.

Westward trains to San Jose tower moving to San Jose-Niles Line governed by dwarf signals.

Whistle signals:
To San Jose freight yard: ——— o

102 COLLEGE PARK TOWER—College Park.

Westward trains to College Park tower on westward track to College Park-Elmhurst Line governed by middle arm on three-arm post about 700 feet east of tower.

Westward trains to College Park tower from West San Jose to College Park-Elmhurst Line governed by middle arm on three-arm post about 500 feet east of tower.

Eastward trains to College Park tower on College Park-Elmhurst Line to San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and upper arm on two-arm stub bracket post about 250 feet east of tower.

Eastward trains to College Park tower on the College Park-Elmhurst Line to West San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and lower arm on two-arm stub bracket post 250 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 250 feet east of tower.

Other movements governed by short arm or dwarf signals.

Whistle signals:
For San Jose: o ——— ———.
For West San Jose or the College Park-Elmhurst Line: o o ——— o o.
For San Jose freight yard: ——— o.
For Santa Clara drill track. ——— ——— o.

103. ELMHURST.

Eastward trains approaching Elmhurst to indicate route they desire to take will give whistle signals as follows:
One long and one short (—— o) to Elmhurst-College Park Line.
One long, one short, one long (—— o ——) Elmhurst-Tracy Line.

105 DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:

Sacramento River, Sacramento.
Cygnus, Cordelia Slough.
Avon, Pacheco Slough.
Dumbarton, San Francisco Bay.
Newark Slough, near Dumbarton.
Warm Springs Creek } between Albrae and Alviso
Coyote Creek }
Napa River, at Brazos

106 DRAWBRIDGES NOT INTERLOCKED:

Napa River, 700 feet east of Napa Station. Calistoga Line.
Steamboat Slough, about 1000 feet west of Wingo Junction switch.

107. RAILROAD CROSSINGS NOT INTERLOCKED:

All trains must stop except at crossings protected by flagmen. give two short sounds of whistle and proceed if crossing is clear.
Sacramento Northern Railway, at Suisun-Fairfield trains will approach crossing prepared to stop and be governed by signals from crossing flagman.
Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Line, stop.
Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga Line, stop
N. W. Pac. Railway, 2200 feet west of Schellville, stop.
N. W. Pac. Railway, 1000 feet west of Yulupa, stop.
Napa Valley Railway, 3200 feet west of Union, on Union Line, stop.
Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, stop
Oakland & Antioch Railway, 4000 feet east of Hookston on Avon-Radum Line, stop.
Western Pacific Railway, between Elmhurst and Stonehurst, stop.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised April 23, 1920

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Benicia	Oakland and San Jose via Niles Niles to Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. to Santa Rosa Calistoga to Napa Jct.	Oakland and Tracy via Antioch and Oakland and Santa Clara Through	Oakland and Tracy via Antioch Local
E-9	E-63 17/24 54	1306, 1309	140	1710	1520	590	630	440	630	770	1960	2340
E-10	E-63 17/24 47	1320, 1323, 1331, 1337, 1345, 1349	140	1740	1550	620	660	470	650	790	1990	2370
E-20	E-63 17/24 57	1366	150	1860	1660	660	700	500	700	850	2130	2540
E-6	E-69 18/24 68	1402 to 1411	165	2140	1900	750	800	550	780	970	2450	2920
E-3	E-69 18/24 60	1412, 1413	150	1940	1720	680	720	500	700	880	2220	2640
E-23	E-73 20/24 92	1433 to 1458	190	2890	2570	1010	1080	750	1050	1310	3310	3940
E-24	E-69 18/26 73	1459 to 1463	165	2270	2020	800	850	610	850	1030	2600	3090
E-25	E-63 18/26 71	1468	150	2210	1970	780	820	600	840	1000	2530	3010
E-25	E-63 18/26 72	1473, 1474, 1479, 1480	160	2380	2120	840	890	660	910	1080	2720	3240
E-25	E-69 18/26 72	1477, 1478	160	2190	1950	770	820	580	810	990	2510	2900
M-4	M-63 20/26 126	1615 to 1719	190	3770	3370	1380	1460	1100	1500	1760	4300	5100
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779 (Superheated)	200	4600	4110	1680	1780	1340	1830	2140	5250	6230
M-8	M-63 21/28 156	1720 to 1724, 1770 to 1779 (Saturated)	200	4380	3910	1600	1690	1270	1730	2030	5000	5950
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803, 1823 to 1825 (Superheated)	200	4610	4120	1690	1790	1350	1840	2150	5260	6240
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803 (Saturated)	195	4270	3810	1560	1650	1240	1690	1980	4880	5790
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	4850	4330	1780	1890	1430	1940	2270	5545	6560
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	4380	3910	1600	1690	1270	1730	2030	5000	5930
T-15	T-63 18/24 77	2026	160	2230	1990	790	840	600	830	1010	2560	3040
T-14	T-57 18/24 73	2098, 2099	150	2300	2050	840	890	660	890	1070	2630	3130
T-16	T-57 18/24 80	2108	165	2540	2260	920	960	720	990	1170	2900	3440
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160	2240	2170	870	930	680	940	1120	2790	3220
T-11	T-63 18/24 86	2127, 2129	160	2230	1990	790	840	600	830	1010	2560	3040
T-10	T-57 18/24 86	2134 to 2152	160	2430	2160	860	910	670	930	1110	2780	3310
T-9	T-57 18/24 96	2155, 2175, 2180	170	2590	2310	920	980	710	990	1180	2970	3520
T-3	T-69 20/26 113	2212 to 2220	180	3070	2740	1080	1150	820	1150	1400	3520	4190
T-2	T-63 19/24 105	2221 to 2234	160	2480	2210	870	920	650	920	1120	2840	3380
T-1	T-63 20/26 112	2235 to 2273	180	3360	3000	1220	1290	960	1310	1560	3840	5450
T-25	T-69 20/28 134	2274 to 2281	200	3690	3290	1310	1390	1010	1400	1680	4220	5020
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	4240	3780	1530	1620	1180	1630	1960	4840	5760
T-26	T-69 21/28 149	2283 to 2300 (Saturated)	200	4100	3660	1480	1570	1150	1570	1890	4690	5570
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	4850	4330	1780	1880	1420	1930	2260	5530	6560
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4380	3920	1600	1690	1270	1740	2030	5010	5940
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	5300	4740	1950	2060	1560	2120	2480	6050	7190
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	4800	4290	1750	1850	1390	1900	2230	5480	6510
T-32	T-69 23/28 174-S	2371 to 2378	210	5410	4830	1990	2100	1550	2110	2520	6170	7320
P-1	P-77 22/28 141-S	2400 to 2427	210	4380	3910	1570	1660	1200	1660	2010	5010	5980
P-3	P-77 22/28 150-S	2459, 2460	210	4370	3900	1560	1650	1190	1650	2000	5000	5940
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 (Superheated)	210	5860	5240	2160	2280	1760	2380	2740	6680	7910
C-9, C-10	C-57 22/30 187	2513 to 2299, 2752 to 2857 (Saturated)	200	5210	4650	1910	2020	1540	2100	2420	5950	7060
C-5	C-57 22/30 187-S	2624 to 2693 (Superheated)	210	5870	5240	2180	2300	1770	2390	2760	6700	7920
C-5	C-57 22/30 180	2624 to 2693 (Saturated)	200	5220	4660	1920	2030	1550	2110	2430	5960	7070
C-2	C-57 22/34 172	2600 to 2611	185	5040	4500	1820	1930	1490	2030	2320	5750	6830
TW-2	TW-50 20/26 120	2932 to 2939, 2941 to 2945	170	3710	3320	1360	1440	1100	1500	1730	4240	5030
TW-3	TW-50 20/26 118	2946 to 2953										
A-1	A-84 $\frac{15\,25}{28}$ 110	3000 to 3009	200	2820	2500	950	1010	690	990	1250	3230	3860
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	3470	3090	1220	1290	890	1260	1570	3980	4740
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	3150	2800	1080	1150	790	1120	1410	3620	4310
Allowance for Empty and Underloaded Cars—Ms.		Less than 40 Ms.		6	6	3	3	3	3	3	6	
		40 to 50 Ms.		3	3	0	0	0	0	0	3	
		More than 50 Ms.		0	0	0	0	0	0	0	0	

TONNAGE OF PASSENGER CARS.

KIND OF CAR	Wood Lbs.	Steel Lbs.	C. M. St. P. Cars	Steel Underframe Lbs.
Baggage	75,000	91,000	125,000	
Baggage (Dynamo)		101,000		
Baggage and Mail 60 ft.		97,000		92,000
Baggage and Mail 69 ft.	75,000	122,000		
Baggage and Passenger	65,000			
Buffet		131,000		122,000
Buffet (Dynamo)		146,000		
Business	108,000	179,000	141,000	136,000
Chair	84,000	98,000		
Coaches	75,000	95,000	133,000	
Dining	131,000	146,000		138,000
Observation	122,000	144,000		128,000
Postal 40 ft.		72,000		
Postal 60 ft.		110,000		
Pullman Observation	124,000	148,000	1	142,000
Pullman Parlor	115,000	149,000		142,000
Pullman Stand. Sleeper	125,000	152,000		145,000
Pullman Tourist	94,000		141,000	133,000
Tea and Silk	48,000			
Express, Horse	79,000			
Ex. Refr. (G. N. R. R.)	70,000			
“ “ (N. P. R. R.)	60,000			74,000
“ “ (A. R. E) 40 to 154				78,000
“ “ “ 155 to 224				89,000
“ “ “ 500 to 506				110,000
“ “ “ 1101 to 1175				85,000

MILEAGE.

MAIN LINES.

Oakland Pier to Tracy via Niles	C. P. Ry	66.90	
Elmhurst to Santa Clara	S. P. C. Ry	31.46	
Niles to San Jose	C. P. Ry	17.26	
Redwood Jct. to Niles Jct	C. P. Ry	16.24	
West Oakland to Sacramento, via Benicia	S. P. R. R.	83.44	
Port Costa to Tracy	S. P. R. R.	49.53	
Total Main Line			264.84

BRANCHES.

Alvarado	C. P. Ry.	Halvern to Alvarado		2.63
Napa	S. P. R. R.	Suisun-Fairfield to South Vallejo	20.07	
		Napa Jct. to Calistoga	34.52	
				54.59
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer		2.06
Rumsey	S. P. R. R.	Elmira to Rumsey		51.22
San Ramon	S. P. R. R.	Avon to Radum		29.85
Santa Rosa	S. P. R. R.	Napa Jct. to Santa Rosa		37.24
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst		.75
Wingo-Union	S. P. R. R.	Union to Buchli	8.62	
		Ramal to Wingo	2.08	
				10.70
Total Branches				189.04
Total Western Division				453,88

TRAINMASTERS.

G. D. WRIGHT..................Suisun, Cal.

H. R. GERNREICH ....Oakland, Cal.

F. E. YOAKUM...................Oakland, Cal.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

C. E. NORTON, Chief Train Dispatcher.
D. BLAKE, Asst. Chief Train Dispatcher.
C. C. DAVISON, Asst. Chief Train Dispatcher.
CHAS. W. PERKINS, Examiner.

F. E. GORDON, Train Dispatcher.
J. P. GALLAGHER, “ “
J. A. SHOCKEY, “ “
L. L. BROWN, “ “
J. H. RHORER, “ “

J. C. DELMORE, Train Dispatcher.
T. R. GRIMSHAW, “ “
H. A. SUTHERLAND “ “
M. T. ROUSE, “ “

T. F. ROWLANDS,
Superintendent.

W. H. NORTON,
Assistant Superintendent,
(O. A & B. Lines.)

B. A. CAMPBELL
Assistant Superintendent.

MAP OF THE WESTERN DIVISION

SOUTHERN PACIFIC COMPANY

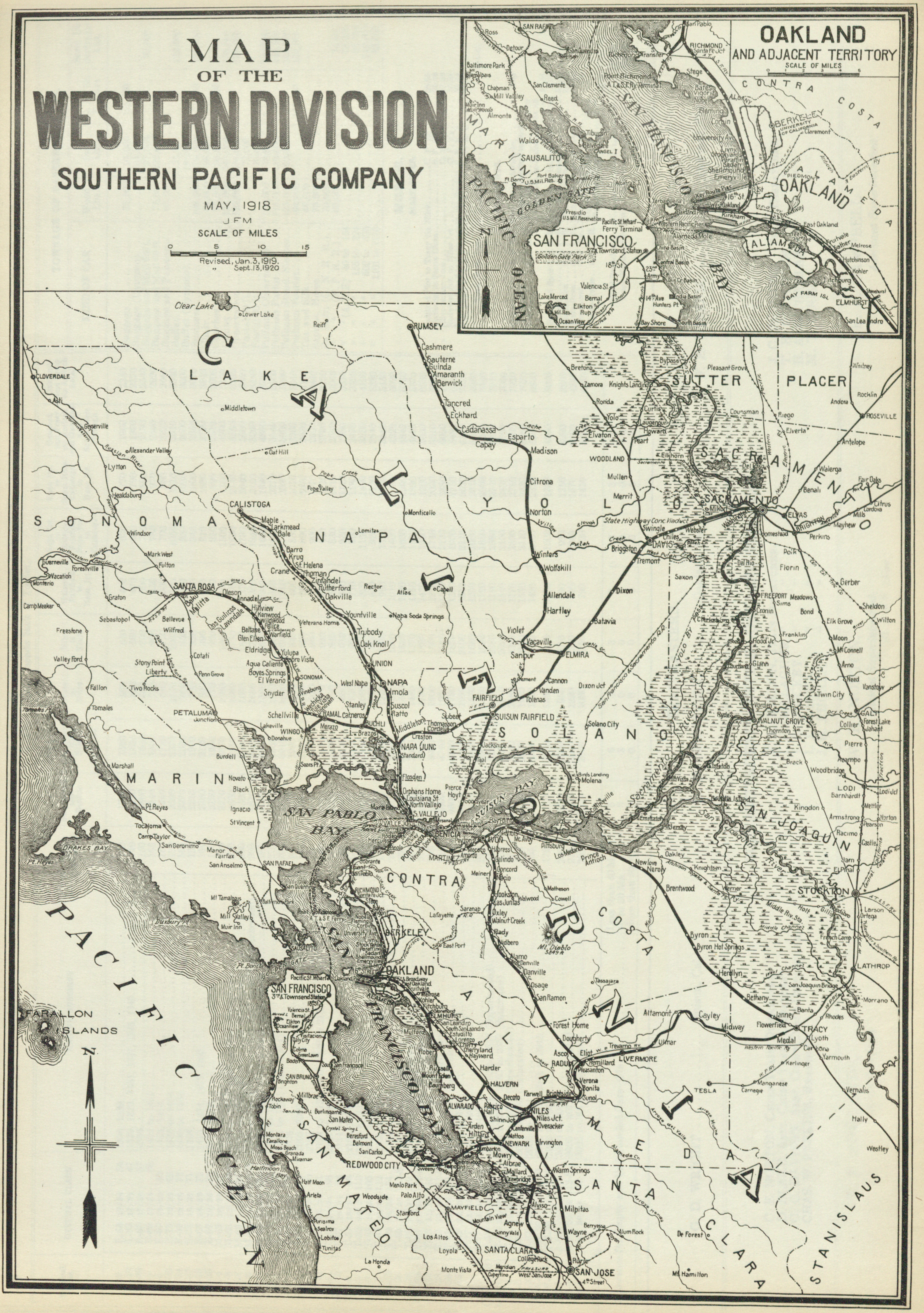
MAY, 1918

J F M

SCALE OF MILES

0 5 10 15

Revised, Jan. 3, 1919.
" Sept. 13, 1920



OAKLAND AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5
CONTRA COSTA
ALAMEDA
MARIN
SAN FRANCISCO BAY
PACIFIC OCEAN
GOLDEN GATE
SAN FRANCISCO
3rd & Townsend Station
Golden Gate Park
OAKLAND
BERKELEY
UNIVERSITY OF CALIFORNIA
ALAMEDA
RICHMOND
San Pablo
SAN RAFAEL
Ross
Detour
Baltimore Park
San Clemente
Chapman
Mill Valley
Reed
Almonte
Waldo
SAUSALITO
Tiburon
Belvedere
Angel I.
Pt. Bonita
Fort Baker
Presidio
Pacific St. Wharf
Ferry Terminal
Yerba Buena
Oakland Pier
Key Route Pier
Western Pacific Pier
Alameda Mole
Emeryville
Kirkham
16th St.
East Oakland
Fruitvale
Melrose
Hutchinson
Kohler
Fitchburg
ELMHURST
San Leandro
Bay Farm Isl.
Lake Merced
Ocean View
Valencia St.
Bernal
Elkton
Bay Shore
South Basin
Hunters Pt.
Stege
Piedmont
Claremont
CALIFORNIA
LAKE
SONOMA
NAPA
YOLO
SUTTER
PLACER
SACRAMENTO
SOLANO
MARIN
CONTRA COSTA
ALAMEDA
SAN JOAQUIN
SAN MATEO
SANTA CLARA
STANISLAUS
PACIFIC OCEAN
SAN PABLO BAY
SUISUN BAY
SAN FRANCISCO BAY
DRAKES BAY
Halfmoon Bay
FARALLON ISLANDS
Clear Lake
Lower Lake
Reiff
RUMSEY
Cashmere
Sauterne
Guinda
Amaranth
Berwick
Tancred
Eckhard
Cadanassa
Capay
Esparto
Madison
Citrona
Norton
Merrit
Winters
Wolfskill
Allendale
Hartley
Dixon
Batavia
Vacaville
Elmira
CLOVERDALE
Asti
Geyserville
Lytton
Healdsburg
Windsor
Mark West
Fulton
Guerneville
Forestville
Monterio
Camp Meeker
Graton
SANTA ROSA
Sebastopol
Freestone
Valley Ford
Cotati
Penn Grove
Two Rocks
Fallon
Tomales
PETALUMA
Marshall
Novato
Ignacio
Pt. Reyes
Tocaloma
Camp Taylor
San Geronimo
Fairfax
San Anselmo
SAN RAFAEL
Mt. Tamalpais
Mill Valley
Muir Inn
SAUSALITO
CALISTOGA
St. Helena
Rutherford
Oakville
Yountville
UNION
NAPA
Napa Soda Springs
SONOMA
Schellville
WINGO
NAPA JUNC.
S. VALLEJO
BENICIA
MARTINEZ
Pittsburg
Antioch
Brentwood
Byron
Tracy
LATHROP
STOCKTON
Lodi
Galt
Elk Grove
SACRAMENTO
DAVIS
WOODLAND
Knights Landing
ROSEVILLE
Rocklin
Folsom
FREEPORT
Walnut Grove
Rio Vista
Collinsville
Suisun Fairfield
FAIRFIELD
Concord
Walnut Creek
Danville
San Ramon
Mt. Diablo
Livermore
Pleasanton
Niles
Hayward
San Leandro
Newark
Alvarado
Warm Springs
Milpitas
Alviso
SAN JOSE
SANTA CLARA
Mayfield
Palo Alto
Menlo Park
REDWOOD CITY
San Carlos
Belmont
San Mateo
Burlingame
Millbrae
SAN BRUNO
Colma
Montara
Half Moon
Purisima
Tunitas
Los Altos
Mountain View
Sunnyvale
Los Gatos
Mt. Hamilton
Tesla
Carnegie
Vernalis
Westley
Banta
Altamont
Midway
Cayley
Tassajara
N.